



**EVIDENCE**  
GIVEN BEFORE THE  
**INDIAN COAL COMMITTEE**

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**1924-25**

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**VOLUME III**



**CALCUTTA : GOVERNMENT OF INDIA  
CENTRAL PUBLICATION BRANCH  
1925**

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## A.—Questionnaires.

### (i) QUESTIONNAIRE FOR THE EASTERN BENGAL RAILWAY

- 1 What are the arrangements under which coal traffic to the docks is carried over the Eastern Bengal Railway?
- 2 Please state the average time taken by trains carrying coal from Naihati to the docks and by trains bringing back empties from the docks
- 3 Are there any special difficulties which interfere with the quick transit of goods trains between Naihati and the docks and *vice versa*?
- 4 Are there any special difficulties which militate against the prompt turnround of engines and rolling stock between Naihati and Bandel?
- 5 Have you any suggestions to make for quickening up the movement of stock between Naihati and the docks so far as your system is concerned?

### (ii) QUESTIONNAIRE FOR THE EAST INDIAN AND BENGAL NAGPUR RAILWAYS

1 Please describe the organisation of your staff for dealing with coal traffic

2 Please furnish a comparative statement showing the total amount of coal transported by your Railway for each calendar year since 1912. The totals for the first and second six months of each year and also for up-country and down country traffic should be shown separately

number of wagons  
The totals for the  
-country and down

COAL TRAFFIC SHOULD BE SHOWN SEPARATELY

4 Please furnish statements similar to those asked for in Questions 2 and 3 for traffic other than coal

5 On what principle do you distribute the total number of empty wagons available each day between coal and traffic other than coal?

6 To what extent has the efficiency of the wagon supply to the coalfields been increased by (a) additions to wagon stock, (b) pooling of wagons and (c) additional facilities for enabling stock to be turned round more quickly?

7 What is the average turnround of coal wagons between the coalfields and the docks?

from dock junction or  
sidings and (c) if

How do you arrive at these average figures and how do they compare with the figures of 1912?

8 Please describe the manner in which indents are submitted and wagons are allotted to the different collieries

9 On what principle is over indenting permitted and to what extent is it done?

10 Please furnish a statement for each of the calendar years since 1912 showing for the first and second halves of each year (a) the total number of wagons indented for and (b) the total number supplied on indent. Please give figures of indents from the Chief Mining Engineer for Railway Loco Coal separately, including East Indian Railway and Bengal Nagpur Railway market coal

11 What is the total number of wagons which can be (a) supplied to and (b) despatched from the coalfields daily without congestion? Please explain

how you arrive at these figures. How many of these are required for collieries owned by railways? Please give corresponding figures for each year since 1912.

12. What is the maximum amount of export and bunker coal that you can handle in present conditions between the coalfields and the Kiddyapore docks, Howrah and Bhalimar? Do you anticipate any increase in your maximum capacity in the near future?

13. Please describe the different methods of distributing empty wagons to colliery sidings and of drawing out loaded wagons from the sidings.

14. Please describe the manner in which loaded coal wagons are weighed, invoiced, marshalled and despatched.

15. In what yards in the coalfields is the gravity system of marshalling in use and what yards are provided with automatic weigh bridges?

16. Who is responsible for the proper maintenance of the weigh bridges and how often are they tested?

17. Please state to what extent depot yards have been improved in recent years and also what improvements are at present in progress or are contemplated.

18. Please describe in detail the "10 hour" system and state on what sections it is in force. What are the reasons which militate against its extension to all sections?

19. What in your opinion are the causes of over-loading at the collieries? What are the penalties levied by the railways for over-loading? On how many wagons have these penalties been levied during each of the last three calendar years and what has been the total amount of penalty levied in each year?

20. What percentage does the number of over loaded wagons on which penalty was levied bear to the total number of wagons despatched from the collieries?

21. Have all wagons supplied to the collieries a load line based on a specific gravity of 42 cubic feet? In view of the varying specific gravities of different coals, do you consider such a load line can be relied on to prevent over loading?

22. Would it be preferable if each colliery, in view of its special knowledge of the specific gravity of the coal it is raising, marked its own load line in chalk on the wagon before it commenced loading?

23. On what scale is demurrage levied at the collieries for the detention of wagons?

24. On how many wagons have demurrage charges been collected during the last three calendar years and what has been the total amount collected in each year? What percentage does the number of wagons on which demurrage charges were collected bear to the total number of wagons despatched from the collieries?

25. What check is kept on (a) the supply of empty wagons to collieries, (b) the clearance of loaded wagons from collieries, (c) the marshalling despatch and transit of loaded coal wagons to the docks and (d) the despatch and transit of empty wagons from the docks to the coalfields, in order to avoid delays?

26. To what extent do collieries assist the Railways in regard to (a) the fixing of the door pins of wagons after loading, (b) loading covered wagons for up-country as far as possible and (c) loading wagons to the same destination in groups as far as possible?

27. Can you give an approximate estimate of the proportion of open and covered wagons supplied to the coalfields?

28. Are there insuperable obstacles to the supply of open wagons to collieries loading coal for the docks, collieries using mechanical loading appliances and collieries loading coal for consumers who have installed mechanical unloading appliances?

29. Would it be possible to give a double supply of wagons to collieries which have installed mechanical loading appliances in order to ensure full use of the plant?

33. Do you know of persons who were employed in the coal fields at any time during the last year? Detail all persons employed during the year? Do you know of any persons who were employed in the coal fields during the year?

34. Do you know of any persons who were employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year?

35. What is the name of the person who was employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year?

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37. What is the name of the person who was employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year? Do you know of any persons who were employed in the coal fields during the year?

38. Please give the total number of persons employed in the coal fields during the year.

(a) Total number

(b) Total number of persons

(c) Total number of persons

Please give the total number of persons employed in the coal fields during the year.

39. Please state the total number of persons employed in the coal fields during the year.

40. Would you be in favour of a preferential wagon supply for export and import coal for the Kilderpore docks?

41. Do you consider that it might be a loss to treat tea being taken to prevent collieries overhauling for wagons for a year?

42. If collieries handling export and bunker coal for the Kilderpore docks were given a preferential wagon supply, would it be possible to treat this supply as cumulative, or, to adjust otherwise the number of wagons supplied to a colliery over and above what it would have received under the ordinary allotment?

43. Please give your views as to the value to your railway of the work of the Coal Transportation Officer?

44. Are you in favour of the continuance of the appointment with or without any modification of the present arrangement?

45. What objections, if any, would there be to goods trains carrying export and bunker coal for the Kilderpore docks taking preference over other goods trains en route?

46. Do you consider the notice given by the Port Commissioners of the opening of steamer berths sufficient? If not, how many days' notice do you consider should be given?

47. Are you in favour of mechanical unloading appliances at the docks (a) to suit all types of wagons, (b) to suit all types of open wagons and (c) to suit only one type of wagon?

48. Would not a mechanical unloading appliance which could only deal with a special type of wagon reduce the capacity in the coalfield, as it would entail extra work in sorting out and supplying the wagons of a special type to the collieries?

49. Have you inspected the mechanical unloading appliance used by the Calcutta Electric Supply Corporation at their Cossipore Power House? If so, how far do you consider this could be adapted for use at the Kilderpore docks?

50. What is the system in force in regard to the recovery of from the Port Commissioners on wagons detained at the docks?

48 On how many wagons have demurrage charges been collected from the Port Commissioners during each of the last three calendar years and what has been the total amount collected in each year? What percentage does the number of wagons on which demurrage charges were collected bear to the total number of wagons received? If there has been any change in the demurrage system, please show the figures for the period prior to the change separately from those subsequent to it

49 Please furnish a statement showing the charges levied by your railway on coal for export and bunkering for each calendar year since 1912, showing separately the terminals levied in the coalfields, the railway freight and the terminals levied in Calcutta

50 Please furnish a similar statement for (a) coal booked by the all rail route to Indian ports other than Calcutta and (b) coal booked from Indian ports other than Calcutta inland

51 How is coal classified for purposes of charging rates as compared with other commodities?

52 Please give detailed reasons for the variations from time to time in the charges on export and bunker coal and explain the basis on which the charges at present in force have been fixed

53 Can you give the inclusive cost of running a train loaded with coal from say Asansol to Kidderpore docks as compared with the freight charged for carriage?

54 Please state your views in regard to the possibility of reducing all or any of the charges at present levied on coal or of increasing the rebate at present granted on export coal. If you consider that no reduction in rates or no increase in rebate is possible please give detailed reasons for your view.

55 It has been suggested that a flat rate of railway freight should be quoted from all stations in the coalfields to the Kidderpore docks and to the Howrah and Shalimar depots instead of different rates from different points in the coalfields as at present. Please state your views in regard to this

56 What are your views on the suggestion which has been made that reduced rates should be charged for coal during the second six months of each year or any shorter period, when there is a smaller demand of wagons, and an incentive to coal consumers to lay up stocks of coal, in order to reduce the pressure on the wagon supply during the busy season?

57 Please state the rates and terminals charged for the carriage of loco coal for foreign railways. If these are lower than those charged for the carriage of coal for the public please explain the reason for the difference

58 Is the present terminal charge which is recovered in Calcutta from the public retained by the Railway or is the whole or any part of it handed over to the Port Commissioners?

59 Does the railway pay any terminal charge to the Port Commissioners in addition to that levied from the public?

60 Do you consider that the rebate of 25 per cent. of the freight per ton now granted on export coal has had any effect in stimulating the export coal trade?

61 What is the procedure which has to be followed in submitting applications for rebates and in checking and granting them? What is the average time taken in granting them?

62 What advantage does the grant of a rebate possess over the grant of a concessional rate of railway freight on export coal?

63 Are there any instances in which railway administrations in India have granted special rates for export traffic for commodities other than coal? If so please give details of the freight charged and the average lead in each case

64 Please state the position of your railway in regard to the coal depôts at Howrah and Shalimar

## QUESTIONNAIRE FOR THE G. I. P. RAILWAY

1 Please furnish a comparative statement showing the total amount of coal traffic transported by your railway for each calendar year since 1912,

(a) from collieries on the East Indian and the Bengal Nagpur Railway systems separately,

(b) from the collieries on your own system,

(c) from the collieries on H. I. H. the Nizam's Guaranteed State Railway and

(d) from Bombay up-country.

Under head (d) please state the principal places to which the coal is despatched.

2 Please furnish a comparative statement showing the number of wagons indented for and supplied to the collieries located on your system for each calendar year since 1912. The totals for the first and second six months of each year should be shown separately. Please also show separately the number of wagons loaded with public coal and railway loco coal.

3 Is there any overloading of wagons at the collieries situated on your system and, if so, are any penalties levied for it?

4 Is the load line for coal marked on your covered wagons based on a specific gravity of 42 cubic feet? Are all your covered wagons marked with this load line? In view of the varying specific gravities of different coals do you consider that such a load line can be relied on to prevent overloading?

5 It is understood that a load line is not marked in your open wagons as they cannot be overloaded. Can such wagons be loaded flush with the top?

6 Would it be preferable if each colliery, in view of its special knowledge of the specific gravity of the coal it raises, marked its own load line in chalk on the wagon before it commenced loading?

7 (a) Is the freight prepayment system for coal in force in your railway? If so would you object to its abolition and to reversion to the previous system of booking coal 'To pay'?

(f) Would the abolition of the prepayment system for coal on other rail ways where it is in force give rise to any difficulties with regard to coal taken over by you from them?

8 Do you recover demurrage from the Bombay Port Commissioners for wagons detained at the docks? If so, on what scale?

9 Please furnish a statement showing the charges per ton per mile actually received by your railway for each calendar year since 1912 on coal from collieries on your own system to (1) Bombay, (2) Ahmadabad, showing separately the terminals levied in the coalfields, the railway freight, the ghat-charges and the terminals levied at destination.

10 Please furnish a similar statement for coal from the Jharia and Raniganj coalfields (a) via Jubulpore and (b) via Nagpur.

11 Please furnish a similar statement for coal booked from Bombay up-country.

12 Please give detailed reasons for the variations from time to time in the charges levied on coal and explain the basis on which the charges at present in force have been fixed.

13 Have you any criticism to offer on the present scale of rates for the transport of coal from the Bengal coalfields to Bombay in view of the fact that your railway participates only in the reduced scale applicable to distances of over four hundred miles?

14 Please state your views in regard to the possibility of reducing all or any of the charges at present levied on coal. If you consider that no reduction in rates is possible please give detailed reasons for your view.

15 It has been suggested that coal sent to Bombay by the all rail route from the Bengal coalfields should be given a rebate of Rs. 2-6 a ton in order to enable it to compete successfully with South African coal in the Bombay market please give your views on this suggestion.

16 Please state the rates and terminals charged for the carriage of loco coal if these are lower than those for the carriage of coal for the public please explain the reasons for the difference.

17 Please state the justification for levying terminal charges and the nature of the services rendered in return for them.

18 Have you any coal depots in Bombay in which coal is stacked, to be carted away by the consignees as required? If so what rental is levied for the use of them?

19 What suggestions have you to make in regard to preventing the pilfering of coal from wagons on running trains or while standing in yards?

20 Have you any general suggestions to make in regard to speeding up the transport of coal?

21 Please give figure of your own consumption of (1) coal and (2) oil fuel since 1912.

22 How far will the scheme for electrification of part of your system affect your consumption of coal?

#### (iv) QUESTIONNAIRE FOR THE PORT COMMISSIONERS, CALCUTTA

1 Please furnish a comparative statement showing the total amount of (a) shipment and (b) bunker coal handled at the docks for each year since 1912; the totals for the first and second six months of each year should be shown separately.

2 Please furnish a comparative statement showing the total number of wagons loaded with (a) shipment and (b) bunker coal received at the docks for

11. How many coal loading berths are there? How many of these are fitted with mechanical appliances? Please give a description of the appliances and state their cost (a) when they were purchased and (b) at present day prices.

12. From the point of view of the Port Commissioners what is the most suitable type of wagon for handling coal at the docks?

13. What are your views in regard to the provision of additional mechanical loading appliances (a) to suit all types of wagons, (b) to suit all types of open wagons and (c) to suit only one type of wagon?

14. What type of mechanical loading appliances for coal do you consider most suitable, with special reference to considerations of cost?

15. It has been stated that the height from which coal is dropped into the ship's hold is excessive and the result is considerable breakage. Could matters be improved in this respect: (a) in the case of loading by coolie labour, by the provision of shoots; and (b) in the case of loading by the Beckett plant, by ensuring that the tub is lowered to the fullest possible extent?

16. Are you acquainted with the mechanical wagon-unloading appliances used by the Calcutta Electric Supply Corporation at their Cossipore Power House? Do you consider that this type could be adapted for use at the *Kidderpore docks*?

17. Please furnish a statement showing separately the various charges levied by the Port Commissioners since 1912 (a) on coal, and (b) on other commodities, received at the docks.

18. Please give detailed reasons for the variations in the charges on coal from time to time and explain the basis on which the charges at present in force have been fixed.

19. Please state the total revenue derived by the Port Commissioners (a) from the charges on coal and (b) from the charges on other commodities, for each calendar year since 1912.

20. In addition to the charges mentioned in question 17 is any Calcutta terminal levied from the forwarding Railways and, if so, what is its amount?

21. Please state your views in regard to the possibility of reducing all or any of the present charges levied by the Port Commissioners on export and bunker coal handled at the docks?



22 Please give your views on the suggestion that river dues should be charged to the steamer instead of to the shipper.

23 Please state your views in regard to the possibility of securing a reduction in the charges if the labour supply at the docks were controlled by the Port Commissioners themselves instead of being handed over to a firm of contractors. Would an alteration of the present system, if any, adversely affect the efficiency of the labour supply?

24 What notice is given by the Port Commissioners to the Railways of the opening of steamer berths? What principle is followed in fixing the period of notice and on what information is it based? Are the results generally satisfactory or otherwise?

25 For what tonnage of coal is dumping accommodation available at the docks? On what principle is it allotted?

26 What are your objections to dumping? What measures do you consider should be taken to avoid the necessity for it?

27 Please state precisely the nature of the Port Commissioners' connection with the coal depots of Howrah and Shalimar.

28 Please furnish a statement showing the rents charged for the use of coal depots since 1912 explaining any variations in the charges and the basis on which the present rates have been fixed.

29 Please furnish a statement showing separately the various charges other than rent for the use of depots levied by the Port Commissioners since 1912 on bunker coal loaded from the depots. Please give detailed reasons for the variations from time to time, explaining the basis on which the rate of charges at present in force have been fixed.

30 Please state your views in regard to the possibility of reducing all or any of the present charges levied by the Port Commissioners on bunker coal loaded from the depots.

31 Have you any suggestions to make other than those contained in your reply to the previous questions (a) in regard to the speeding up of the handling of coal at the docks and (b) in regard to stimulating the export trade in coal generally?

32 If your answers to the above questions do not apply in their entirety to coke as well as to coal, please state in what respects they require alteration.

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### (i) QUESTIONNAIRE FOR THE PORT TRUSTS, BOMBAY AND KARACHI

1 Please furnish a comparative statement showing the total imports of coal into the port—

(a) by sea, and

(b) by rail,

for each year since 1912. For coal imported by sea please give the figures separately for each country of origin. The figures of bunker coal should also be shown separately.

2 Please give a full description of the methods of—

(a) (Bombay only)

unloading coal from ships (a) discharging into lighters (b) transporting to bunders (c) unloading at bunders and stacking and (d) transporting from bunders to ultimate destination,

(b) (Karachi only)

discharging, landing, stacking and disposing of seaborne coal.





## B.—EVIDENCE.

### (i) Bengal-Nagpur Railway.

Sir GEORGE GODFREY, Agent, Bengal-Nagpur Railway

WATKINS STEAMERS

(i) 5/10/12

1 Organisation of staff for coal traffic.—The movement of coal traffic is supervised by the Transport Manager in Calcutta.

The Superintendent of Transportation (Traffic), who works directly under him, regulates the supply of wagons for the traffic in the direction of the coalfields.

The Coal Manager decides the number of wagons to be supplied to each of the coalfields, and all his wagons to individual collieries.

The District Traffic Superintendent, Alipore, arranges the distribution of the wagons to the 3 fields in accordance with the Coal Manager's requirements, and the supply and demand of the wagons to individual collieries in the Chaurashi and Bahadurganj fields.

The Assistant Traffic Superintendent at Bhojpur, who works directly under the Coal Manager, supervises the distribution of wagons to individual collieries in the Jharia field, the Head Train Controller, Bhojpur, being responsible to the Assistant Traffic Superintendent for the actual distribution.

The distribution to individual collieries in the Jharia field is effected by means of Pilot trains made up and despatched from Bhojpur, Bhausa and Mohula at which stations the power and staff necessary for this purpose are stationed.

The manner in which tenders are submitted and allotments are made is dealt with in the reply to Question No. 8.

#### (ii) General questions of wagon supply

2 Total amount of coal transported, 3 Number of wagons supplied to coalfields and 4 Number of wagons supplied to other traffic.—The following statements give all the information asked for.—

Statement A shows tonnage of traffic since 1912 under 4 heads—General, Military Stores, Railway Materials and Coal.

Statement B shows tonnage of coal separately for the first and second-half of each calendar year.

Statement C shows number of wagons separately for the first and second half years from 1912 up-to-date.

5 Distribution of empties between coal and other traffic.—The supply of wagons for coal, and for traffic other than coal, is regulated from day to day by a large number of varying factors.

Broadly, during periods when the demand for wagons for the movement of general traffic and the movement of coal is in excess of the supply, the available covered wagons are supplied for general traffic of a damageable nature, and open wagons for coal, or for traffic moving in the direction of the coalfields or Calcutta.

Many covered wagons loaded with traffic in the direction of Calcutta are provided at destination with return loads, and the balance is sent to the coalfields.

6 Influence on wagon supply of (a) additions to, and (b) pooling of, wagons and (c) general improved facilities.—It is impossible to answer this question by figures. Additional wagons have naturally increased the number of wagons available for supply to collieries and the pooling of wagons eliminates marshalling at the coalfields and permits of the free use of foreign wagons which formerly had to be worked back to the parent line. No figures can, however be quoted to show the additional wagon supplies obtainable from this system and it is by no means certain that any improvement in supply of wagons under the pool is not neutralised by the large number of wagons held up at times for repairs.

7 Average turn round of coal wagons.—(a) In normal circumstances wagons take approximately three days from the time they arrive at Bhojudih empty until they arrive back from the Colliery siding loaded, weighed, adjudged, invoiced and ready for onward despatch.

(b) Under the same conditions the turn round between Bhojudih and Jhaderpore Docks is 11 days out of which 2 days is occupied moving to and from the Docks. The figures have been obtained from the actual record of wagon movements as shown by the Wagon Record Branch of the Transportation Managers office. His records for 1912 have been destroyed so the information required for that year cannot be supplied.

#### (iii) *Indents and all indent to collieries*

8 Indents and wagon allotment.—(1) The allotment is made personally by the Coal Manager at Adra.

(2) Indents in original are received in the Coal Manager's Office at Adra where they are checked and classified.

(3) The method of collecting the original indents from collieries is as follows—

(A) *Jharia coalfield*—Colliery Companies submit their original indent to the Station Masters nearest their sidings and these Station Masters collect the indents from all collieries situated within their spheres.

A special peon is sent out daily from Adra to whom the Station Masters deliver all original indents and these are received in the Coal Manager's Office between 8 and 10 P.M. daily.

(B) *Radhanagar coalfield*—The Station Master, Radhanagar, collects all the original indents in the afternoon from collieries situated on this branch and sends them in original to the Coal Manager, Adra on the night on which they are received or early next morning.

(C) *Chourashi coalfield*—Details of each colliery's indent are telephoned to the Coal Manager, and the original indent subsequently sent the next day.

(4) We have three coal bases viz. Radhanagar, Chourashi and Bhojudih. A separate allotment for Bokharo-Jharia is not made but the allotment for this section is included along with the allotment for Bhojudih.

(5) At present the supply of wagons is made according to the order of precedence laid down and when making the allotment the capacity of each of these Bases is taken into account.

(6) The method of allotment is as follows—

A special set of staff work during the night who on receipt of indents from each colliery compare them with the special supplies authorised to each colliery (for which detailed registers are maintained) and classify the indents according to the various classifications for each direction separately.

(7) In the morning the same staff who worked during the night, together with another set of staff again scrutinize each item of each indent, and check the same with the detailed supply register maintained to see whether a supply is due or the order has been completed.

81. Now attach each entry on the allotment in the original challan for the guidance of Colliery Managers to load wagons accordingly. This system is introduced to ensure loading of high tonnage wagons to down-country and low tonnage wagons to up-country.

(14) The next day when the loads are drawn out the Colliery Managers surrender the original challans duly signed to the Guard and also make over the Declaration Notes for the wagons loaded, and these on arrival at the Base station are made over to the weighbridge staff.

(15) The weighbridge staff check the Declaration Notes with the allotment shown in the challans and after satisfying themselves that the booking of wagons by the colliery has been made in accordance with the authorized allotment certify to that effect on the challan and do the further work of weighment invoicing etc. The original challans for the day are then returned by the weighbridge clerk to the Coal Manager, where they are again checked with the original allotment sheet by a Traffic Inspector, specially appointed for the purpose. The challans are then filed and maintained for any further reference.

**D Over-indenting**—Over indenting is permissible to nine times the extent of the available siding accommodation. The reason for this as follows—

The coal traffic is divided up into the nine principal groups (*vide* Statement C) and each colliery is permitted to submit an indent to the full extent of its siding accommodation for wagons for despatch in each group so that full advantage can be taken of allotments that are being made for each group each day.

The extent to which over-indenting takes place is shown in the statement C put up in reply to Question 10.

**10 Wagon supply compared with indent.**—(a) and (b) Statement C attached shows number of wagons indented for and the total number supplied on indent for each half year since 1912.

*Indents from the Chief Mining Engineer for Railway Loco coal are shown separately on statement B. Figures previous to 1922 are not available.*

6. **Influence on wagon supply of (a) additions to, and (b) pooling of, wagons and (c) general improved facilities**—It is impossible to answer this question by figures. Additional wagons have naturally increased the number of wagons available for supply to collieries and the pooling of wagons eliminates marshalling at the coalfields and permits of the free use of foreign wagons which formerly had to be worked back to the parent line. No figures can, however, be quoted to show the additional wagon supplies obtainable from this system, and it is by no means certain that any improvement in supply of wagons under the pool is not neutralised by the large number of wagons held up at times for repairs.

7 **Average turn round of coal wagons.**—(a) In normal circumstances wagons take approximately three days from the time they arrive at Bhojudih empty until they arrive back from the Colliery siding loaded, weighed, adjusted invoiced and ready for onward dispatch.

(b) Under the same conditions the turn round between Bhojudih and Kudderpore Docks is 11 days out of which 2 days is occupied moving to and from the Docks. The figures have been obtained from the actual record of wagon movements, as shown by the Wagon Record Branch of the Transportation Manager's Office. His records for 1912 have been destroyed, so the information required for that year cannot be supplied.

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(2) Indents in original are received in the Coal Manager's Office at Adra, where they are checked and classified.

(3) The method of collecting the original indents from collieries is as follows—

(A) *Jharia coalfield*—Colliery Companies submit their original indent to the Station Masters nearest their sidings and these Station Masters collect the indents from all collieries situated within their spheres.

A special peon is sent out daily from Adra to whom the Station Masters deliver all original indents and these are received in the Coal Manager's Office between 8 and 9 P.M. daily.

(B) *Radhanagar coalfield*—The Station Master, Radhanagar, collects all the original indents in the afternoon from collieries situated on this branch and sends them in original to the Coal Manager, Adra on the night on which they are received or early next morning.

(C) *Chourashi coalfield*—Details of each colliery's indent are telephoned to the Coal Manager, and the original indent subsequently sent the next day.

(4) We have three coal bases viz. Radhanagar, Chourashi and Bhojudih. A separate allotment for Bokharo-Jharia is not made but the allotment for this section is included along with the allotment for Bhojudih.

(5) At present the supply of wagons is made according to the order of precedence laid down and when making the allotment, the capacity of each of these bases is taken into account.

(6) The method of allotment is as follows—

A special set of staff work during the night, who on receipt of indents from each colliery, compare them with the special supplies authorised to each colliery (for which detailed registers are maintained) and classify the indents according to the various classifications for each direction separately.

(7) In the morning the same staff meet together with another set of staff who check the same and supply is due or

(13) The Guard while taking the supply of empties enters the individual wagon Nos. against each entry of the allotment in the original challan for the guidance of Colliery Managers to load wagons accordingly. This system is introduced to ensure loading of high tonnage wagons to down-country and low tonnage wagons to up-country.

(14) The next day when the loads are drawn out the Colliery Managers surrender the original challans duly signed to the Guard and also make over the Declaration Notes for the wagons loaded, and these on arrival at the Base station are made over to the weighbridge staff.

(15) The weighbridge staff check the Declaration Notes with the allotment shown in the challans and after satisfying themselves that the booking of wagons by the colliery has been made in accordance with the authorized allotment certify to that effect on the challan and do the further work of weightment thereon etc. The original challans for the day are then returned to the Colliery Manager, where they are again checked by a Traffic Inspector, specially appointed for the purpose, and then filed and maintained for any further reference.

**9 Over-indenting**—Over indenting is permissible to nine times the extent of the available siding accommodation. The reason for this is as follows—

The coal traffic is divided up into the nine principal groups (vide Statement C) and each colliery is permitted to submit an indent to the full extent of its siding accommodation for wagons for despatch in each group so that full advantage can be taken of allotments that are being made for each group each day.

The extent to which over indenting takes place is shown in the statement C put up in reply to Question 10.

**10 Wagon supply compared with indent.**—(a) and (b) Statement C attached shows number of wagons indented for and the total number supplied on indent for each half year since 1912.

Indents from the Chief Mining Engineer for Railway Loco coal are shown separately on statement B. Figures previous to 1922 are not available.



## (iv) Capacity to handle coal traffic

**11 Wagon capacity of coalfields**—Any restriction in the free movement of coal traffic must be liable to cause congestion, since it must retard or stop altogether the steady stream of traffic moving towards the point where the restriction exists

This stream of traffic is made up of—

- (a) wagons being cleared by pilots from collieries,
- (b) wagons at weighment bases,
- (c) wagons on the way between weighment bases and the point of restriction

The extent of the congestion depends on the number of wagons on their way towards the point of restriction and the extent of the restriction and, as the point of restriction or the extent of restriction cannot be fixed, it is impossible to say how many wagons can be loaded daily without risk of congestion

Provided there is no restriction on the free movement of traffic, other than the restriction on loading in proportion to the capacity of each route the number of wagons that can be supplied to and cleared from, B N Railway collieries daily is the same in both cases, viz. 845

The number of wagons that can be cleared daily from B N Railway collieries plus the number received from the F I Railway is 1,125. These figures should however be taken as maxima

A statement E is attached showing how these figures have been arrived at

The number of wagons supplied to, and cleared from Railway collieries, which are included in the above figures is 140

**12 Maximum capacity for export and bunker coal**—The maximum amount of export and bunker coal that we can handle in present conditions between the coalfields and the Kudderpore Docks, Howrah and Shalimar is estimated at approximately 900,000 tons to 1,200,000 tons a year

This estimate is approximate only since the extent of our capacity for the movement of this traffic over the single line section between Bankura and Midnapur is dependent on the amount of other traffic both General and Coal, requiring movement over this section

## (v) Working of sidings

**13 Working of sidings**—The Jharia coalfield is divided into pilot train sections, collieries on each section being served by a separate pilot train working out from Bhojudih, Mohuda and Bhaga respectively

Details of the sections, the engine bases and the number of engines required to work the pilots are given in the attached statement F

The sidings on a pilot section are not served more than once in 24 hours

The pilot which supplies empties clears loaded at the same time, and separate pilots are not worked for these two purposes except in one special case

The section of each pilot train is arranged so that each pilot can supply 50 empties and clear 50 loaded wagons in 12 hours working time, the time being calculated from the departure of the pilot from its base until its return to its base

In the cases of certain sections situated near to the engine bases, one engine is able to serve more than one section, and this is shown in the statement

The B N Railway supplies empties to collieries situated on the B N Railway for traffic which has to go via Katrasgarh (F I R) and Pathardih (F I R) and B N Railway pilot trains clear such wagons when loaded and work them into Katrasgarh or Pathardih (as the case may be), where

**DECLARATION NOTES FOR THE COAL WAGONS**

On arrival of the pilot train at the weighment bases the Declaration Notes are handed over at once to the weighbridge staff who are responsible for filling in the gross tare and nett weights of each wagon and seeing that the destination shown for each wagon in the Declaration Note is in accordance with the allotment made by the Coal Manager. The destination of these wagons is checked again in the Coal Manager's Office with the allotments made by him.

The pilot train on arrival is examined by the train examining staff, and as soon as this examination is completed it is drawn into a weighbridge shunting rack and then is pushed over the weighbridge.

The weighbridge number taker has taken previously the tare weight, carrying capacity and the number of each individual wagon in his hand book, and as the wagons are pushed over the weighbridge, the weighbridge clerk calls out the wagon number and its gross weight. These are recorded by the number taker in his hand book and the information recorded in the hand-book is then transferred to the weighment register and Declaration Notes.

The numbers of individual wagons requiring adjustment and the extent of adjustment required are intimated to the weighbridge contractor, and such wagons are shunted on to the adjustment sidings. The remaining wagons are then placed on marshalling sidings and are made up into trains for despatch.

Meanwhile the weigh clerks have prepared the necessary invoices and railway receipts to cover the wagons and have made over the railway receipts to the private weigh clerks who are maintained by the collieries to supervise weighment on their behalf and to collect such receipts.

Wagons are made up into trains in two groups one for *via Anara* and the other for *via Adra*, and as soon as a complete train is made up, it is examined again by the train examining staff, and as soon as this work is completed and wagons marked sick have been detached and others attached in their places, the train is despatched.

Thus is the system in force in the Jharia fields. It applies also in the Chourashi and Rudhanagar fields with the exception that the wagons are not made up into groups for r + Anari or r + Adra prior to despatch from these fields.

As far as possible through trains are made up for one destination or one junction.

**15 Gravity yards and automatic weighbridges.**—There are not any gravity yards in the B N Railway coalfields.

Mohuda and Loyabai are supplied with automatic weighbridges and it is the intention to supply all weighment bases with automatic weighbridges as soon as possible.

**16 Maintenance of weighbridges.**—The Bengal Nagpur Railway is responsible for the maintenance of its own weighbridges.

In order to ensure this work being properly carried out an agreement was entered into with Messrs W & T Avery Ltd, the well known Weighbridge Manufacturers in 1924 to undertake the maintenance and repairs of all weighbridges on this railway. Weighbridges are tested by Messrs W & T Avery Ltd twice in a year but if at any time a weighbridge is out of order Messrs W & T Avery Ltd send their representative to test the weighbridge on being referred to.

#### *(v i) Extensions and improvements to depot yards*

**17 Improvements in depot-yards.**—The following extensions and improvements are in progress or have been completed.

#### *Bhojudih*

(1) Bhojudih marshalling yard is being completely remodelled. In this yard there were 21 tracks with a capacity of 600 wagons per diem each way. The number of tracks is now being increased to 35 with an estimated capacity of 1 200 wagons per diem each way. The old engine shed has been removed and a new twelve-engine shed constructed.

The estimated cost of the Remodelling Scheme is Rs 14,91 700 and the remodelling is expected to be completed by March 1925.

#### *Mohuda Remodelling*

(2) Mohuda is little more than an ordinary roadside station with weighbridge facilities. It is to be converted into a marshalling yard capable of dealing with 300 wagons daily in each direction and an engine shed is being provided to accommodate the engine power necessary to deal with this amount of traffic. The new yard will consist of 33 tracks of all descriptions and an engine shed to accommodate four engines and capable of extension to a twelve-engine shed will be constructed. The total cost of the remodelling scheme is estimated at Rs 24 04 784.

#### *Malkera*

(3) Malkera yard is being remodelled and converted into a Weighment Base station at an estimated cost of Rs 3 63,743.

#### *Mohuda Avoiding Line*

(4) An Avoiding Line with Block Huts at either end is under construction, connecting the Jharia and Grand Chord Lines so that traffic to and from Malkera can proceed to and from Bhojudih without passing through Mohuda Yard. The estimated cost of this scheme is Rs 1,57,376.

This line is expected to be ready for use by May 1925.

### *Rukni Empty Yard*

(7) Stabling accommodation has been provided at Rukni so that an impost of 400 empty wagons can be kept as an impost for feeding the coalfields *via* Bhojudih. These empty sidings have been provided at a cost of Rs. 1,45,370.

### *Anara station*

(8) This station was a road-side station, but is now in course of conversion as a marshalling yard with an estimated capacity of 400 to 500 wagons per day each way.

A Locomotive shed and yard are being provided.

The first stage of the conversion will be completed about September 1925, and 15 engines will then be stationed at Anara, and all traffic despatched from Bhojudih in the Tatanagar and Chakardiharpur directions will be despatched to Anara to be made up into trains there. At present this work is done both at Bhojudih and Adra.

The estimated cost of the conversion is Rs. 40,85,889.

### *Adra Avoiding Line.*

(7) In order to keep Adra yard free from congestion, and to permit coal from Radhanagar, Asansol, and Chaurashi for Tatanagar and *via* Sini, to move forward with the least delay, an Avoiding Line has been constructed which gives direct access for traffic coming from the Asansol direction to proceed to Anara yard, without passing through Adra. The Avoiding Line was constructed at a cost of Rs. 3,93,548.

### *Joychandipahar Remodelling.*

(8) To give effect to the above scheme it was necessary to remodel Joychandipahar where the Asansol line diverges in the Adra and Anara directions. The expenditure incurred at Joychandipahar was Rs. 1,49,442.

### *Block Huts in the Colliery District*

(9) To facilitate the movement of coal traffic, the following Block Huts have been constructed in recent years at a cost as shown against each —

	Rs
Amlabad	12,008
Dugda	19,191
Amlo	26,958

### *Jitpur connection*

(10) The Bhowra branch line has been extended to connect with the Jamadoba loop, thus providing an alternative route for trains going *via* Parbad and *via* Bhowra, and affording relief to the Jherria Chord between these points.

Bhutaria Crossing station has been provided at the junction of the Bhowra and Jamadoba loops.

The total cost of the Jitpur connection and Bhutaria crossing station was Rs. 99,324.

### *Khanoodih*

(11) The conversion of Khanoodih yard into a Weighment Base station at an estimated expenditure of Rs. 55,820 has been sanctioned, and work has been commenced.

## Doubling

(12) A considerable amount of additional line capacity has and is being provided to enable the coal traffic to be moved more freely. The lengths already opened are as follows —

	Mileage	Cost Rs
Bhojuli to Pukni	9.218	10,13,308
Anara to Kandra	5.461	8,22,133
Khargpur to Cossye	5.3	6,27,199
Gomharri to Korkai	4.7	4,31,032
Sini to Chakardharpore	22.697	26,47,296

The length from Chakardharpore to Goukera is under construction a distance of 20.9 miles and the estimated cost of the work is Rs 23,67,539.

## (iii) The 10 hours and 20 hours system of supply

18 **The 10 hour system** — There is nothing laid down definitely as to what constitutes the "10-hour" system but on this railway the "10-hour" system is understood to mean that 10 hours free time will be given for loading wagons placed in position not later than 7 A.M., the ten hours being calculated from the time of placing in position after 5.30 A.M.

The Coal Traffic Conference of 1912 recommended that the supply of empties should be made at regular hours and in time for early morning work and that loaded wagons should be removed as soon as possible after they were loaded. Endeavour was made to give effect to this recommendation of working the 10-hour system as defined above but this was found unsuitable for all collieries and two of our largest consignors were unable to work to this system. The experiment was not therefore proceeded with. The supply of empties is made to collieries at regular hours and they are given 20 hours free time for loading.

## (ix) Overloading at load lines

19 and 20 **Overloading at collieries** — There are no special reasons why wagons are overloaded except lack of suitable supervision. The colliery knows the specific gravity of the coal and the cubical capacity of each wagon can be measured but the Loading Contractor cannot always be present at all sidings when wagons are being loaded.

We allow one ton above and 2 tons below the marked carrying capacity.

Penalties are not levied for overloading unless the number of wagons overloaded exceeds 5 per cent of the total number loaded.

For wagons overloaded in excess of this percentage penalties are levied as follows —

Over 5 per cent and up to 7 per cent Re 1 per wagon

Over 7 per cent and up to 10 per cent Rs 3 per wagon

Over 10 per cent Rs 10 per wagon

The following is an illustration of the manner in which these penalty charges are assessed monthly

Number of wagons despatched	Number of wagons overloaded	Overloaded percentage	Penalty
606	144	Over 10 per cent	Rs 10 per wagon on 144 less 30 = 114 = Rs 1,140

A statement II is attached giving the information required in regard to the levy of penalties for overloading and also the percentage which the number of overloaded wagons on which penalty was levied bore to the total number of wagons despatched from the collieries.

21 **Load line on wagons.**—All wagons supplied to the collieries have load line based on a specific gravity of 42 cubic feet.

The load line is intended as a guide, and each Colliery Manager knowing the specific gravity of his coal is supposed to give instructions for loading up to some definite margin above or below the load line. Reliance on the load line to prevent overloading is entirely a matter of the intelligent use of the line as a guide.

22 **Desirability of collieries marking special load lines.**—This would be desirable provided suitable supervision is exercised.

(x) *Demurrage*

23 **Demurrage.**—Demurrage—

(a) on vehicles ordered and waiting to be loaded by senders but not loaded or loaded but not made available for despatch within the prescribed free time, and

(b) on loaded vehicles waiting to be discharged by consignees but not discharged within the prescribed free time.

will be charged at the rate of one anna per ton of carrying capacity per hour or part of an hour after the expiry of the free time, whether the consignment is complete or not.

(c) In calculating wagon demurrage, each wagon will be treated as separate consignment.

24 **Extent of demurrage charged —**

Year	Total number of wagons on which demurrage collected	Amount realised	Total number of wagons despatched.	Percentage of the wagons on which demurrage collected to the total despatch
		Rs    A    P		
1922 . .	272	5,527 11 0	225,277	12 per cent
1923 . .	331	7,316 4 0	202,134	16 " "
1924 . .	65	2,091 3 0	189,456	03 " "

(xi) *Check on delays in transit*

25 **Prevention of delays to wagons**—A check is maintained on —

(a) the supply of empty wagons,

(b) the clearance of loaded wagons from collieries, by means of wagon supply sheets and challans to see that wagons supplied during one day are cleared the following day.

(c), (d) a chart is maintained at Bhojudih showing the average detention to wagons in the yard.

A special check is not maintained on the transit of wagons between the coalfields and the Docks.

*(xii) Co-operation of collieries*

- 26 **Co-operation of collieries with the Railway.**—They give very little assistance as regards (a) the fixing of wagon-doors after loading, or (b) loading covered wagons up-country as far as possible, (c) loading wagons to one destination in groups is regulated by the Coal Transportation Officer's allotments

*(xiii) Wagon supply*

- 27 **Proportion of covered and empty wagons supplied.**—The railway can give no estimate

28 **Supply of open wagons only to particular collieries.**—The supply of open wagons to collieries loading coal for the docks, collieries using mechanical loading appliances and collieries loading coal for consumers who have installed mechanical unloading appliances would result in a considerable loss of capacity owing to the large amount of work that would be involved in sorting out these wagons and in some cases in keeping them on hand until pilots serving such collieries were ready to go out

29 **Double wagon supply to collieries with mechanical loading.**—This answer depends on the time taken to load a train load of wagons under such mechanical appliances. It is obvious that if a colliery was so equipped as to load a complete train in say one hour or thereabouts the pilot engine would remain until the train was loaded and a double service could therefore be maintained

30 **Possibility of stabling wagons in colliery sidings.**—Empties are despatched to collieries by the pilot services at regular intervals according as empties arrive at base stations. The suggestion would not therefore lead to any quickening up of loading

31 **Splitting up of rakes among collieries on same pilot section.**—There is no objection other than that mentioned

32 **Objection to issuing several railway receipts for rakes and half rakes.**—If a consignee makes use of the rake system he is obtaining an advantage in exchange for saving the railway additional work. The issue of separate railway receipts for each wagon would entail additional clerical work. It seems to be quite fair to ask the consignee to arrange for distribution of his coal amongst separate customers at destination without calling upon the railways to issue separate documents

*(xiv) Prepayment of freight*

33 **Objection to return to the "freight to pay" system.**—The objection is based on the impossibility of destination stations being assured of receiving freight due on coal booked to pay, but so far as this railway is concerned there is no objection

*(xv) Sidings*

34 **Applications for sidings.**—On receipt of an application for a siding it is referred to the Engineering and Traffic Department for their opinion as to whether the siding applied for is feasible from the Engineering and Traffic point of view. If the reports are favourable the applicant is asked to submit a fee for carrying out the survey and for preparing the plan and estimate. When the latter are completed the Traffic Departments report whether the lay out of the siding as proposed is suitable, and whether the traffic to be carried from the siding will justify the expenditure on construction. The plan and estimate are then forwarded to the applicants for their approval and they are asked to deposit their share of the estimated cost if they approve of the scheme. On receipt of this amount, steps are taken to proceed with the construction. In some cases if the applicants desire

they are allowed to undertake the earthwork themselves and provide the ballast.

35 Number of sidings.—(a) Assisted sidings, total 154, miles 60.61, (b) Railway sidings total 6 mileage 69.47, (c) Private sidings, total 1, mileage 0.54

36 Different classes of sidings.—(a) Assisted sidings. Sidings under this class are constructed in cases where a particular individual or company requires a siding for some particular traffic. The cost of this type of siding is borne partly by the railway and partly by the applicant, the railway share consists of permanent-way materials and fittings and the applicant's share covers the cost of acquisition of land, earth work, etc. This form of siding was introduced in order to assist Colliery Companies, but this has been extended to other industries as well. The applicants are required to sign an agreement known as the Memorandum of Terms embodying 23 clauses. Assisted sidings are constructed mainly for the applicant, but the railway reserves the right to extend such a siding to other properties if this is to the advantage of all concerned. Should this be done, however, the original applicants are indemnified by being refunded a  $\frac{1}{3}$  share of their cost, the second half share being borne by the Company served by the extension.

(b) Railway sidings are constructed entirely at the cost of the railway in cases in which it is found that the provision of one siding will serve a number of collieries owned by different persons and companies, in which it is not possible to allocate the total cost among all the applicants and when the applications are for short length of siding which normally would not justify the construction of an assisted siding for each individual. In these cases the railway bears the total cost of construction and the companies served pay a siding charge.

(c) Private sidings are only laid within the immediate precincts of a mill or other industrial site. The applicant bears the total cost of the siding within the boundaries of its properties including permanent-way. The connection, however, between the private siding and the main line is treated as assisted siding. The maintenance of the private sidings is carried out by the railway at the cost of the siding holder to insure that it is kept in fit condition to run rolling stock.

The primary distinction between the private and assisted siding is in the matter of land and permanent-way since the railway will not provide the permanent-way at its own cost unless the land on which it is laid has been acquired for the railway, and therefore in sidings of this type as the question of land acquisition does not arise the railway has no right to interfere, apart from refusing to run stock over the siding. Private sidings are also constructed in cases where the railway considers that the traffic likely to be offered from such a siding would not justify the expenditure estimated for, but the applicants still insist upon having a siding constructed at their sole cost.

#### (xvi) *Preferential wagon supply for export and bunker coal*

37 Preferential wagon supply for export and bunker coal.—The railway would favour this provided the traffic is moved in full or half rakes. There is a margin of capacity available between the collieries and Calcutta which could be used for the development of additional coal traffic, and preference is necessary, if the export coal traffic is to be moved as required, i.e., when steamers are ready to take in coal.

38 Possibility of preference being conditional on not overindenting.—There would be no objection to this, in fact it might be advantageous.

39 Possibility of preferential supply being cumulative.—This would be possible.

#### (xvii) *Coal Transportation Officer*

40 and 41 Value of Coal Transportation Officer to Railway.—The Coal Transportation Officer is of value to this railway as a connecting link between



(xvi) *Co-operation of collieries*

25 **Co-operation of collieries with the Railway.**—They give very little assistance as regards (a) the fixing of wagon expenses after loading.

(b) Loading covered wagons up-country as far as possible.

(c) Loading wagons to one destination in groups as regulated by the Coal Transportation Committee's allotments.

(xvii) *Wagon supply*

26 **Proportion of covered and empty wagons supplied.**—The railway can give no estimate.

27 **Supply of open wagons only to particular collieries.**—The supply of open wagons to collieries loading coal for the docks, collieries using mechanical loading appliances and collieries loading coal for consumers who have installed mechanical unloading appliances would result in a considerable loss of capacity owing to the large amount of work that would be involved in sorting out these wagons and in some cases in keeping them at hand until pilots serving such collieries were ready to go out.

28 **Double wagon supply to collieries with mechanical loading.**—This answer depends on the time taken to load a train load of wagons under such mechanical appliances. It is obvious that if a colliery was so equipped as to load a complete train in say one hour or thereabouts the pilot engine would remain until the train was loaded and a double service could therefore be maintained.

29 **Possibility of stabling wagons in colliery sidings.**—Trains are despatched to collieries by the pilot services at regular intervals according as empties arrive at base stations. The suggestion would therefore lead to any quickening up of loading.

30 **Splitting up of rakes among collieries on same pilot section.**—There is no objection other than that mentioned.

31 **Objection to issuing several railway receipts for rakes and half rakes.**—If a consignee makes use of the rake system he is obtaining an advantage in exchange for saving the railway additional work. The issue of separate railway receipts for each wagon would entail additional clerical work. It seems to be quite fair to ask the consignee to arrange for distribution of his coal amongst separate customers at destination without calling upon the railways to issue separate documents.

(xviii) *Prepayment of freight*

32 **Objection to return to the "freight to pay" system.**—The objection is based on the impossibility of destination stations being assured of receiving freight due on coal booked to pay but so far as this railway is concerned there is no objection.

(xix) *Sidings*

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they are allowed to undertake the earthwork themselves and provide the ballast

**35 Number of sidings.**—(a) Assisted sidings, total 154, miles 80.61, (b) Railway sidings total 6 mileage 66.43, (c) Private sidings, total 1, mileage 0.54

**36 Different classes of sidings.**—(a) Assisted sidings Sidings under this class are constructed in cases where a particular individual or company requires a siding for some particular traffic. The cost of this type of siding is borne partly by the railway and partly by the applicant, the railway share consists of permanent-way materials and fittings and the applicant's share covers the cost of acquisition of land, earth work, etc. This form of siding was introduced in order to assist Colliery Companies, but this has been extended to other industries as well. The applicants are required to sign an agreement known as the Memorandum of Terms embodying 23 clauses. Assisted sidings are constructed mainly for the applicant, but the railway reserves the right to extend such a siding to other properties if this is to the advantage of all concerned. Should this be done, however, the original applicants are indemnified by being refunded a  $\frac{1}{2}$  share of their cost, the second half share being borne by the Company served by the extension.

(b) Railway sidings are constructed entirely at the cost of the railway in cases in which it is found that the provision of one siding will serve a number of collieries owned by different persons and companies in which it is not possible to allocate the total cost among all the applicants and when the applications are for short length of siding which normally would not justify the construction of an assisted siding for each individual. In these cases the railway bears the total cost of construction and the companies served pay a siding charge.

(c) Private sidings are only laid within the immediate precincts of a mill or other industrial site. The applicant bears the total cost of the siding within the boundaries of its properties including permanent way. The connection, however, between the private siding and the main line is treated as assisted siding. The maintenance of the private sidings is carried out by the railway at the cost of the siding holder to insure that it is kept in fit condition to run rolling stock.

The primary distinctions between the private and assisted siding is in the matter of land and permanent way since the railway will not provide the permanent way at its own cost unless the land on which it is laid has been acquired for the railway, and therefore in sidings of this type as the question of land acquisition does not arise the railway has no right to interfere, apart from refusing to run stock over the siding. Private sidings are also constructed in cases where the railway considers that the traffic likely to be offered from such a siding would not justify the expenditure estimated for, but the applicants still insist upon having a siding constructed at their sole cost.

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**38 Possibility of preference being conditional on not overindenting.**—There would be no objection to this, in fact it might be advantageous.

**39 Possibility of preferential supply being cumulative.**—This would be possible.

#### (xvii) *Coal Transportation Officer*

**40 and 41 Value of Coal Transportation Officer to Railway.**—The Coal Transportation Officer is of value to this railway as a connecting link between

#### (22) DEMURRAGE ON THE RAILWAY

**47 Recovery of demurrages from Port Commissioners**—The following is an extract from our agreement with the Port Commissioners, which explains the system in force—

“ 5. The goods stock of the Bengal Nagpur Railway and foreign railways will be allowed to remain on the Port Commissioners' Railway 48 hours free of hire after which hire charge shall be levied at the rate of 1 anna 8 pias per hour for a 4 wheeled vehicle and 3 annas 4 pias per hour for a bogie vehicle. Hire will be paid on the aggregate time wagons are on the Commissioners' Railway during each month less the free time of 48 hours per wagon. The number of hours each wagon is on the Commissioners' Railway shall be calculated from the time the wagon arrives in the reception lines of the Commissioners' Railway to the time the wagon is placed in the departure sidings of the Commissioners' Railway ”

**48 Details of demurrages levied**—The revised agreement came into force from 1st March 1922, and demurrage realised and paid by the Port Commissioners is noted below—

	No of wagons	Am unt.
		Rs. as p
March—December 1922	160	605 14 0
January—December 1923	197	918 13 0
January—September 1924	199	847 6 0

The percentage for the above period is 0.37, 0.45 and 0.57 respectively.

Demurrage credited by the Port Commissioners prior to the revised agreement is noted below —

	Rs.
March 1919—February 1920 . . . . .	2,350
March 1920—February 1921 . . . . .	49 7/2
March 1921—February 1922 . . . . .	6,311

The number of wagons for the above periods is not available, the records having been destroyed.

(xxv) *Railway freights and terminal charges*

49 Rates and terminals for export and bunker coal sent to Calcutta.—The necessary information is given in the attached Statements Appendices I, J and K.

50 Rates and terminals for coal sent to and from other ports—(a) The necessary information is given in Appendices L and M.

(b) *Nil*

51 Classification of coal for rate charging.—Coal at railway risk is classified 1st class i.e. at 5 pie per maund per mile which is the lowest classification in the general classification of goods. There are many other commodities which are similarly classified. But as coal is sent in bulk in full wagon loads and as the volume of traffic is large, reduced owners' risk rates, based at a scale fixed, are charged. Certain maxima and minima for coal at owners' risk have been fixed by the Government of India, and they are —

Per Md p r Mile  
Pie

*Maxima rates —*

- |  |       |
|--|-------|
| 1 For all distances up to 400 miles, inclusive—                            |       |
| For all distances up to 200 miles  | 0 165 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0 15  |
| 2 For all distances above 400 miles—                                       |       |
| For the first 400 miles  | 0 15  |
| Plus for any distance in excess of 400 miles                               | 0 10  |

*Minima rates —*

- |  |       |
|--|-------|
| For distances up to 300 miles  | 0 10  |
| Plus for any distance in excess of 300 miles and up to 500 miles inclusive | 0 006 |
| Plus for any distance in excess of 500 miles                               | 0 05  |

The above maxima and minima apply over the Bengal Nagpur and East Indian Railways and certain other railways.

Their application, however, is not universal. Over such railways which have adopted the Bengal Nagpur and East Indian Railways scale for coal, the scale is applied on the through distance from start to destination. In the case of ordinary goods, the classified, schedule or special rates apply on the separate distance over each railway.

52 Variations in charges on export and bunker coal.—The scale for charges on coal was revised from time to time to suit the economic conditions then prevailing, one important reason being the necessity to increase revenue to enable the railway to meet greatly increased working costs—one of the results of the war. The basis on which existing charges to Calcutta have been fixed are—

Pie per Md per Mile

- |                       |       |
|-----------------------|-------|
| 1 to 200 miles        | 0-165 |
| Plus 201 to 400 miles | 0-13  |

51 **Possibility of reducing charges on coal.**—I do not consider that at present it is possible to reduce rates for coal on the Bengal Nagpur Railway system, or further to increase the rebate granted on export coal.

The results explained in the answer to 53 are sufficient evidence of this but the general working results of the railway may also be referred to.

The working costs of the Bengal Nagpur Railway last year were 65.40 per cent of gross earnings and the return on capital was 4.45 per cent. The railway is spending large sums now on improving its open line facilities and in particular for improving the outlets from the coalfields because there is more coal offering for transport than can be handled. The various improvements are expected to be more or less completed within the next 12 months. Any reduction of coal rates now would mean loss of earnings and a lower return on capital, because the railway could not carry a sufficiently heavier tonnage to compensate for the reduced rates.

55 **Flat-rates from all ports of coalfields.**—A flat rate is at present charged from all despatching points in a specific field. The coalfields in Bengal and Bihar and Orissa—Himgir-Rampur field excluded—and the rates chargeable from each are—

- 1 Jharia—Rates chargeable from Bhaga
- 2 Bokharo-Jharia—Rates chargeable from Bhaga plus Re 0.2-0 per ton
- 3 Bokharo—Rates chargeable from Bhaga plus Re 0.5-0 per ton
- 4 Sanctoria—Rates chargeable from Radhanagar
- 5 Chaurashi—Rates chargeable from Chaurashi

This grouping into zones appears to be satisfactory from the traders' point of view.

If, however, it is implied that one flat rate should apply from all the above fields, there would be no objection to this provided the rate applicable from the field furthest away from Calcutta is fixed as the flat-rate.

53 **Seasonal rates**—The adoption of the suggestion to introduce "slack season" rates would only be justified if it increased coal despatches sufficiently to increase the gross revenue of the railway. Apart from the doubt that this result would be obtained statistics show that there is no material decrease in coal despatches during the rains. Further, during the rains—the capacity of the B N Railway was—and even now it still is—severely taxed in dealing with the daily traffic offering, necessitating booking being periodically restricted. In the circumstances the introduction of a lower rate during what is termed the "slack season" would only involve a loss in revenue to the railway without return benefit in the form of a better distribution of despatches.

54 **Rates and terminals for loco coal**—Coal for use on foreign railways is charged at the following scale from all collieries in Bengal Bihar and Orissa—

	Per ton per mile
	Per
Up to 200 miles	0.15
Plus 201 to 500 miles	0.07
Plus 501 and above	0.06

This scale which was introduced on and from 1st December 1922 is lower than the scale applicable to coal for the public, but in both cases the "terminals" are the same over the B N Railway, viz., Re 0.4-0 per ton. The reason for the scale for charge being different is explained briefly below—

In 1900 the Railway Board sanctioned the introduction of a special scale on coal with a view to developing long distance traffic over railways and made the scale applicable to all coal—public or loco. This was the position up to 31st March 1920.

From 1st April 1920 a new scale was introduced the basis for charge being enhanced. This revised scale was, however, applied to public coal only that is to say "loco" coal continued to be charged at the previous scale. The reason for this differentiation presumably was to avoid working costs on foreign railways being increased.

From 1st April 1921 the public coal scale was revised, in this case also the revised scale applied to public coal only. After the 1921 revision, the B N and E I Railways decided that they could no longer afford to carry coal for foreign railways at rates other than those applicable to the public and intimation to this effect was sent to all railways and also to the Railway Board. The Railway Board however objected to this proposal, but in due course agreed to the introduction of a revised scale for the carriage of 'Loco' coal for foreign railways. This scale came into operation on and from 1st December 1922 and is the one now in force. The view of the B N Railway is that the rates for public coal and coal for foreign railways should be charged at the same scale.

58 and 59 **Payment of terminal charges to Port Commissioners**—Except in the case of coke booked to the Shalimar Coal Depot the whole of the Calcutta terminal charge is paid over to the Port Commissioners.

The Calcutta charges on coal and coke recovered from the public are—

Re 0.4-6 per ton on coal

Re 0.9-1 per ton on coke

The charges payable to the Port Commissioners on all coal and coke traffic are—

1 At Shalimar Coal Depot Re 0.4-6 per ton

2 At Kidderpore Docks, Re 0.9-1 per ton \*

In the case of dock traffic therefore, the railway has to make good from its earnings a sum of Re 0.4-6 per ton on all coal.

51 Possibility of reducing charges on coal.—I do not consider that at present it is possible to reduce rates for coal on the Bengal Nagpur Railway system or further to increase the rebate granted on export coal.

The results explained in the answer to 50 are sufficient evidence of this but the general working results of the railway may also be referred to.

The working costs of the Bengal Nagpur Railway last year were 65·4 per cent of gross earnings and the return on capital was 4·45 per cent. The railway is spending large sums now on improving its open line facilities and in particular for improving the outlets from the coalfields, because there is more coal offering for transport than can be handled. The various improvements are expected to be more or less completed within the next 12 months. Any reduction of coal rates now would mean loss of earnings and a lower return on capital, because the railway could not carry a sufficiently heavier tonnage to compensate for the reduced rates.

52 Flat-rates from all ports of coalfields.—A flat rate is at present charged from all despatching points in a specific field. The coalfields in Bengal and Bihar and Orissa—Hingir Rampur field excluded—and the rate chargeable from each are—

- 1 Jharia—Rates chargeable from Bhaga
- 2 Bokharo-Jharia—Rates chargeable from Bhaga plus Re 0·2·0 per ton
- 3 Bokharo—Rates chargeable from Bhaga plus Re 0·5·0 per ton
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If, however, it is implied that one flat rate should apply from all the above fields, there would be no objection to this provided the rate applicable from the field furthest away from Calcutta is fixed as the flat-rate.

**56 Seasonal rates.**—The adoption of the suggestion to introduce "slack season" rates would only be justified if it increased coal despatches sufficiently to increase the gross revenue of the railway. Apart from the doubt that this result would be obtained, statistics show that there is no material decrease in coal despatches during the rains. Further, during the rains—the capacity of the B N Railway was—and even now it still is—severely taxed in dealing with the daily traffic offering, necessitating booking being periodically restricted. In the circumstances the introduction of a lower rate during what is termed the "slack season" would only involve a loss in revenue to the railway without return benefit in the form of a better distribution of despatches.

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	P and p mile
	Pie
Up to 200 miles	0-15
Plus 201 to 500 miles	0-07
Plus 501 and above	0-06

This scale which was introduced on and from 1st December 1922 is lower than the scale applicable to coal for the public, but in both cases the "terminals" are the same over the B N Railway, viz, Re 0-4-0 per ton. The reason for the scale for charge being different is explained briefly below—

In 1905 the Railway Board sanctioned the introduction of a special scale on coal with a view to developing long distance traffic over railways and made the scale applicable to all coal—public or loco. This was the position up to 31st March 1920.

From 1st April 1920, a new scale was introduced, the basis for charge being enhanced. This revised scale was, however, applied to public coal only, that is to say, "loco" coal continued to be charged at the previous scale. The reason for this differentiation presumably was to avoid working costs on foreign railways being increased.

From 1st April 1921, the public coal scale was revised, in this case also the revised scale applied to public coal only. After the 1921 revision, the B N and F I Railways decided that they could no longer afford to carry coal for foreign railways at rates other than those applicable to the public and intimation to this effect was sent to all railways and also to the Railway Board. The Railway Board however, objected to this proposal, but in due course agreed to the introduction of a revised scale for the carriage of "Loco" coal for foreign railways. This scale came into operation on and from 1st December 1922 and is the one now in force. The view of the B N Railway is that the rates for public coal and coal for foreign railways should be charged at the same scale.

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In the case of dock traffic therefore the railway has to make good from its earnings a sum of Re 0-4-6 per ton on all coal.



On export coal a rebate of 25 per cent is allowed from the rate after deducting the sending-end terminal and Calcutta charge

53 **Running cost of coal-train**—The receipts on a train load of 1,000 tons of coal from the Jharia fields to the docks are Rs 3961. It is impossible to calculate with any accuracy the cost of running such a train. The gross load would be about 1450 tons.

We can estimate the cost by figures based on the expense of carrying one ton of goods one mile and this is obviously not entirely applicable to a full train load of coal.

The statistical figure of cost for one ton mile is 3.02 pices excluding interest charges. If we include interest charges attributable by proportion to goods traffic the cost of a ton mile is 4.72 pices and multiplying this by 202 miles and 1000 tons we obtain a figure of Rs 4963 which indicates that the railway loses Rs 1000 on the train load of coal and at 25 per cent rebate is allowed on export coal the loss becomes Rs 1,990 if the train load of coal is to be exported.

Another method is by the cost of one train mile namely Rs 5.02, and this multiplied by 202 miles gives Rs 1014. To this we must add interest on the ton mileage basis viz. Rs 1,787. The cost would then be Rs 2,801 against earnings of (3961-291) Rs 2,670 after deduction of rebate. This method allows the railway Rs 170 profit on the train load but allows no margin for working empty wagons back to the coalfields.

By whatever method an attempt is made to calculate the cost of running a train load of coal and to compare it with the earnings the result is bound to show that even short distance coal is carried at cost price or below the fact being that railways have different schedules of rates for different goods, and the higher valued goods can and do bear higher rates in accordance with the rate fixing principles which are in use all the world over.

54 **Possibility of reducing charges on coal**.—I do not consider that at present it is possible to reduce rates for coal on the Bengal Nagpur Railway system or further to increase the rebate granted on export coal.

The results explained in the answer to 53 are sufficient evidence of this, but the general working results of the railway may also be referred to.

The working costs of the Bengal Nagpur Railway last year were 65.40 per cent of gross earnings and the return on capital was 4.45 per cent. The railway is spending large sums now on improving its open line facilities and in particular for improving the outlets from the coalfields because there is more coal offering for transport than can be handled. The various improvements are expected to be more or less completed within the next 12 months. Any reduction of coal rates now would mean loss of earnings and a lower return on capital because the railway could not carry a sufficiently heavier tonnage to compensate for the reduced rates.

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	Paid per mile
	Pie
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Plus 201 to 500 miles	0 07
Plus 501 and above	0 06

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In the case of dock traffic therefore, the railway has to make good from its earnings a sum of Re 0-4-6 per ton on all coal.

(xxiii) *The rebate on coal and its effects*

**60 Effects of export coal rebate.**—The rebate of 25 per cent was introduced from 1st January 1924. From this date up to the end of October 1924, the total amount of coal shipped from Calcutta was 1,010,526 tons as against 801,196 tons during the corresponding period last year, or an increase of 209,000 tons.

This additional tonnage represents an increase in the gross revenue of the two railways which carry this traffic of approximately Rs. 45,000.

**61 Payment of rebates.**—Claim is submitted in a prescribed form—see Appendix O. The claim should be made in terms of Local Rate Advice No. 25, item 13 of 24th July 1924—see Appendix N.

The time taken for checking and granting refunds differs in Local and Foreign traffic. In Foreign traffic is meant traffic booked from Bengal-Nagpur Railway collieries and carried part of the way by East Indian Railway to the docks.

In the case of Local traffic, the payment is made in 10 days, but in Foreign traffic it depends on reply being received from the East Indian Railway. A suggestion has been made for the collecting railway to make the payment and debit the other railway with the specified percentage of their earnings, which will enable payments to be made as in the case of local traffic.

**62 Rebate *versus* concessional rate.**—The rebate system is a "protective" measure. It prevents the possibility of the concession rate being used for coal sent to be for export but subsequently not exported.

**63 Rebates on other commodities.**—There is only one such instance on Bengal Nagpur Railway, *i.e.*, a rebate of 15 per cent on piece-goods, yarn and cotton twist and sewing thread from Nagpur and via and Rajmanglaon to Shalimar and via for direct shipment to other than Indian Ports. A similar rebate is granted by G. I. P. Railway on booking from Nagpur to Bombay. This rebate was originally introduced in 1897 and has very seldom been utilised. In fact, no payments have been made on this account since 1915. The question of withdrawing the rebate is under consideration.

(xxiv) *The working of the coal depôts at Howrah and Shalimar*

**64 Position as to the coal depôts.**—The Bengal Nagpur Railway can carry coal direct to the Port Commissioners' Coal Depôts at Shalimar or to the Bengal Nagpur Railway Depot, but coal for the East Indian Railway Howrah Depot is routed from the collieries via the East Indian Railway.

**65 Coal-depôt rents.**—A statement P as asked for is attached. The B. N. Railway lease from the Port Commissioners a plot of land North of the Port Commissioners' Shalimar Coal Depot, measuring 330 cottahs. Rent in respect of the whole of the plot, which includes three sets of service lines and several pathways between plots, is charged by the Port Commissioners. The railway can sublet the plots only, leaving the area occupied by the sidings and pathways for general use. Prior to January 1923, the railway was charging its sub-tenants the same rate of rent as it had to pay to the Port Commissioners. In December 1922 it was found that the railway was recovering Rs. 2,294 per mensem from its tenants against its liability to the Port Commissioners for Rs. 3,026-12-0, representing a loss of Rs. 1,332-12-0 to the railway per mensem. It was then decided that as the service lines and the pathways exist for the general use of all the plot holders, the excess payment which had hitherto been borne by the railway should be recovered in proportion from the depot holders. As, out of a total of 335 cottahs, only 226 cottahs could be marked out for coal plots it was decided that the plot holders should be charged rent at rates 50 per cent higher than the railway was paying to the Port Commissioners. This is the reason for the variation since January 1923. The variation since November 1920 is due to reassessment of rent by Port Commissioners.

*(xxi) Prevention of pilferage.*

**66 Pilferage from wagons.**—The question of coal thefts is one that has always been a matter of concern to this railway.

In 1923 a special Watch and Ward Branch was created under the control of a Superintendent and this Branch immediately concentrated their efforts on reducing coal pilferages.

It was known that the heaviest thefts took place in the Alra Yard and while coal trains were working up the heavy grade leading out of Bhojudih Station.

As a result of the efforts of the Watch and Ward Branch it is understood that thefts in these two places have now been reduced to a minimum if not altogether eliminated.

With the expansion of the Branch and the extension of its activities throughout the Bengal Nagpur Railway system it is hoped that coal thefts will be so reduced as to be negligible.

*(xxii) General recommendations*

**67 Suggestions for quickening coal transport and stimulating export of coal.**—In my opinion the following are the chief points requiring constant attention, efforts, and improvements for the purpose of speeding up the transportation of coal and particularly of export coal—

- (1) Loading of complete trains from one despatcher to one destination
- (2) Installation of weighbridges at large collieries so as to overcome the delays that occur in adjusting badly loaded wagons at weighment stations
- (3) Supervision of colliery sidings to prevent pilferage of wagon equipment
- (4) Immediate attention on behalf of railways to the equipment of all wagon stock with vacuum brake and special attention to its maintenance in good condition
- (5) Elimination of delays by railways at engine-changing stations for train examination
- (6) Provision of mechanical loading at collieries and in the case of big owners overhead bins securing the possibility of loading full trains in 2 or 3 hours
- (7) Mechanical handling appliances at the docks

*(xxiii) Coke*

**68 Coke**—With the exception of the answers to Questions 19 20 21 and 22 the answers apply to coke as well as coal.

*(xxiv) Coal traffic via Waltair*

**71 Wagons made over to Madras and Southern Mahratta Railway at Waltair.**—The maximum number of wagons which we are in a position, under normal conditions to make over daily to the Madras and Southern Mahratta Railway at Waltair is 150 and this number is apportioned between coal and commodities other than coal according to the demand that arises from time to time for the movement of coal and other commodities and the possibility of supplying suitable wagons for general traffic.

In actual practice the proportions of coal and general merchandise despatched via Waltair throughout the year are approximately  $\frac{1}{3}$ th and  $\frac{2}{3}$ th respectively.

The factors which prevent our making over a large number of wagons daily are limited line capacity and engine power. The line capacity is being

improved at the present time by the construction of 9 crossing stations between Khargpur and Waltair and the introduction of the Train-control system between Khurda Road and Waltair. The Train-control system was brought into use during the current half year between Khargpur and Khurda Road, and a marked improvement in the movement of trains and consequent increase in line capacity has been effected in consequence.

The possibility of running heavier engines over the section between Khargpur and Waltair is now under examination and, if it is decided that this should be done, it is anticipated that a marked improvement in the power position would result.

## STATEMENT A

*Tonnage of traffic handled in thousands since 1912**( Vide questions 2, 3 and 4 )*

Year	General	Military Stores	Railway materials for B.N. Ry	COAL		TOTAL
				Public and Foreign Rvs	B.N. Ry	
1912	2 723	2	251	3 014	425	6 415
1913 14	3 119	1	317	3 018	438	6 923
1914 15	2 703	2	39,	3 30,	490	6 895
1915 16	3 046	5	364	3 320	478	7 213
1916 17	3 349	31	300	3 644	463	7,789
1917 18	3 146	112	271	3 484	527	7 534
1918 19	3 317	58	228	3 601	627	7,731
1919 20	3 658	34	422	3 517	622	8 253
1920 21	3 587	11	425	3 744	791	8 358
1921 22	3 774	3	337	3 778	726	8 394
1922 23	4 118	3	796	3 816	743	9 204
1923 24	4 752	4	806	890	762	10 144

## STATEMENT B

*Despatches of Coal in thousands (includes B & R Loco coal)*

(1 vide questions 2, 3 and 4)

	Upward	Downward	TOTAL
	Tons	Tons	Tons
Year 1912 { 1st half	1 033	1 110	
{ 2nd	1 071	891	
TOTAL	1 067	1 001	3 24
Year 1913 { 1st half	1 044	1 085	
{ 2nd	1 115	879	
TOTAL	1 130	1 964	3 39
Year 1914 { 1st half	1 047	918	
{ 2nd	1 084	804	
TOTAL	1 131	1 722	3 33
Year 1915 { 1st half	801	85	
{ 2nd	854	700	
TOTAL	1 655	1 61	3 336
Year 1916 { 1st half	1 110	739	
{ 2nd	1 196	764	
TOTAL	2 306	1 503	3 841
Year 1917 { 1st half	1 033	790	
{ 2nd	1 059	636	
TOTAL	2 092	1 426	3 718

		Upward	Downward	TOTAL
		Tons	Tons	Tons
Year 1918	1st half	1 119	637	
	2nd "	13 14	610	
TOTAL		2 733	12 7	4 010
1919	1st half	1 2 3	657	
	2nd , ,	1 439	658	
TOTAL		2 662	1 315	3 977
1920	1st half	1 215	700	
	2nd	1 164	958	
TOTAL		2 3 9	1 658	4 037
1921	1st half	1 262	731	
	2nd "	1 410	666	
TOTAL		2 6 7	1 490	4 077
1922	1st half	1 283	764	
	2nd	1 468	687	
TOTAL		2 751	1 451	4 202
1923	1st half	1,349	593	
	2nd	1 463	636	
TOTAL		2 812	1 229	4 041



## STATEMENT C

Statement showing particulars of number of wagons booked Up and Down for Coal Traffic

(vide questions 2 3 4 9 and 10)

Indent and supply 1912 to 1924

Up—Up Local—Adra to Nalpur and Kutni Murwara.

South Local—Kharaipur to Waltair

Id Nalpur—Kutni Murwara—G. Moh—Waltair

Down—Down Local—Bhujulih to Asansol—Adra to Shalmar

Id Ferry—Id Asansol

Year	No of wagons booked			Total No of wagons supplied			Total Indent.
	Up	Down	Total	Up	Down	Total	
1912 { 1st nd	73 613 918	61 300 51 504	84 913 7 006			81 107 6 1	145 7 4 170 046
1913 { 1st nd	76 801 30 0 6	59 040 61 460	85 841 81 516			8 830 65 909	106 516 1 0 0 2
1914 { 1st nd	30 01 33 801	44 30 49 0 5	8 006 83 4 6			3 334 8 133	153 7 16 342
1915 { 1st 2nd	30 008 3 04	49 000 41 476	88 710 9 1 0			85 835 3 819	1 4 065 1 2 3 9
1916 { 1st nd	48 905 44 060	41 893 40 07	93 858 84 6			91 999 6 9 3	751 777 164 4
1917 { 1st nd	55 7 53 0 0	43 817 30 0 0	99 544 83 14			104 431 98 071	154 9 0 123 036
1918 { 1st nd	61 4 3 57 882	41 0 0 34 3 0	102 57 96 802			10 68 93 67	153 513 70 51
1919 { 1st 2nd	6 717 66 38	47 047 40 85	97 7 4 10 0 3			103 9 92 431	160,861 701 315
19 0 { 1st nd	57 8 4 53 831	43 911 53 8 6	101 6 10 65			109 19 104 758	151 619 713 340
19 1 { 1st nd	57 3 1 58 938	44 103 43 65	101 474 10 03			101 734 90 5 6	191 491 24 510
19 2 { 1st 2nd	59 175 68 107	54 043 44 007	113 168 11 109			101 308 91 650	741 517 126 929
19 3 { 1st 2nd	48 8 5 66 134	41 489 45 656	90 344 111 90			89 509 85 901	7 3 718 444 17
19 4 { 1st 2nd	8 797 0 24	49 8 0 9 458	508 619 100 18			100 603 94 8 0	508 619 188 714
(* month )							

Number of wagons booked includes —

(a) Number of wagons supplied to B N R Collieries for loading and booking to stations on or via that Railway by direct route

(b) Number of wagons supplied to B N R Collieries for loading and making over to B A Ry via Exchange points for booking by B A Ry to stations on or via that Railway by direct route

direct route

## STATEMENT D

(Vide question 10)

Year	Imports					TOTAL	Supply.					TOTAL.
	C M T's Foreign Loco Coal	D N Ry Market Coal	F I Ry Market Coal	B N Ry Joint Colliery	All others		C M T's Foreign Loco Coal	D N Ry Market Coal	I I Ry Market Coal	B N Ry Joint Colliery	All others	
19 <sup>12</sup> { 1st half 2nd half	38 472	9 090	700	8 845	184 315	241 512	6 023	6 651	126	9 674	76 006	190 510
	26 440	5 770	378	8 320	90 403	131 359	23 904	5 551	570	6 772	81 529	118 193
19 <sup>13</sup> { 1st half 2nd half	38 009	6 579	75	6 863	171 507	223 018	20 224	5 214	49	6 878	67 317	104 652
	39 867	6 451		8 110	191 304	414 212	20 710	5 472		6,510	68 132	199 944
19 <sup>14</sup> { 1st half 2nd half	64 406	8 792		8 000	457 369	538 637	32 007	5 785		70 03	83,546	128,21
	47 809	4 776		8 054	137 575	188 214	33 445	4 060		7 466	7,759	192 230

# STATEMENT E.

## Maxima supplies and clearances

(File question 11)

(1)	(2)	(3)					Total Clearances
Supplies to Sections shown in column (1)	Section.	CLEARANCE SECTIONS SHOWN IN COLUMN (3)					
		Field Gomoh	Field Katre	Field Phaga	Field Pathardih	Field Bhojpur	
35*	Dormo Branch	10*	20*		--	30*	35
50	Mohuda Genda	22			--	30	50
25	Nowagarh Malkera					25	25
5	(Malkera Mohuda Talza is Bhojpur)					5	5
50	(Malkera Bhojpur Talza is Bhojpur)				50	20	70
	Field Gomoh	--	--			50	50
	Field Katre			--	--	25	25
	Field Phaga					125	125
	Field Pathardih						
65		30	0		30	55	115

(1)	(2)	(3)		Total Clearances
Supplies to Section shown in column (2)	Section	CLEARANCES FROM SECTIONS SHOWN IN COLUMN (2)		
		T & Asansol	T & Adra and Anara	
200†	Railhanagar and Chaurasahi.	45	155	200
—	Field Asansol	—	90	90
200		45	245	290
—		—	—	—
			TOTAL	11*

\* Supplies and clearances by E.I.R. Pilots are not included.

† These supplies are made from Adra and Anara and include loaded wagons arriving at Bampur and Bengal Iron Works which after unloading are supplied to the Coalfields.

## STATEMENT F

(I see question 13)

Name and No. of Pilot	Section worked by Pilot	Engine base	No. of Pilot Engines required daily
1 Quarry	Sawang and Joint Colliery Bermo	Ehjud h	1
2 G I P.	Kargali Colliery	,	1
3 Kalthan	{ Bhojudih Talgaria Sudamdih Branch Iathardih Link	{ ..	1
4 Sudamdih			
5 Bhaurah	Bhaura Colliery Sidings	,	1
6 Jharapuker	Jharapuker and Jitpur Colliery Sidings	..	1
7 Sijua	Sijua Colliery Loyabad Malkera (excluding Malkera Station)	..	1
8 Loyabad	Loyabad Yard Sidings		1
9 Bhutgaria	Bhutgaria Parbad	,	1
10 Jamadoba I	{ Bhutgaria Jamadoba		1
11 ,, II			
12 Joint Colliery	Joint Colliery Bermo		1
12			10
13 Malkera I	Mohuda Malkera	{ Mohuda	1
14 ,, II	Mohuda Katragarh		
15 Dhor	Dhor Jamuniatan I (excluding Bokaro Jherria Branch)		1
16 Khanoodih Katras Connection I	1st half of Khanoodih Connection	{	1
17 Khanoodih Katras Connection II	2nd half of Khanoodih Connection		
18 Bokaro Jherria	Bokaro Jherria Branch		1
19 Mohuda I	Mohuda Khanoodih	{	1
20 ,, II	Mohuda Jamuniatan		
21 ,, III	Murldih Branch		
22 Parbad I	Bhaga Yard Sidings including Jama loba Colliery Siding No 6	{	1
23 ,, II	Bhaga Parbad		
			6

\* This engine is double manned  
16 Engines work 23 Pilot Section\*

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# STATEMENT H

Summary of the number of wagons loaded, unloaded and the gross charges received from rail roads from 1922 to October 1924.  
(Table continues 10 and 21)

	1922					
	No. of wagons which partially loaded	No. of wagons which partially unloaded	Total No. of wagons loaded and unloaded	No. of wagons not loaded	Percent of the total of wagons loaded and unloaded	Percent of the total of wagons loaded and unloaded
January	49	15	164.5	1.5	1.1	6.7
February	200	10	11.1	2.1	1.1	6.1
March	200	10	11.1	2.1	1.1	6.1
April	200	10	11.1	2.1	1.1	6.1
May	200	10	11.1	2.1	1.1	6.1
June	200	10	11.1	2.1	1.1	6.1
July	200	10	11.1	2.1	1.1	6.1
August	200	10	11.1	2.1	1.1	6.1
September	200	10	11.1	2.1	1.1	6.1
October	200	10	11.1	2.1	1.1	6.1
November	200	10	11.1	2.1	1.1	6.1
December	200	10	11.1	2.1	1.1	6.1
Total	1,110	110	1,220	110	11.1	11.1

	1923					
	No. of wagons which partially loaded	Total No. of wagons loaded and unloaded	Total No. of wagons loaded and unloaded	No. of wagons not loaded	Percent of the total of wagons loaded and unloaded	Percent of the total of wagons loaded and unloaded
January	200	1,110	1,110	1.1	1.1	6.7
February	200	1,110	1,110	2.1	1.1	6.1
March	200	1,110	1,110	2.1	1.1	6.1
April	200	1,110	1,110	2.1	1.1	6.1
May	200	1,110	1,110	2.1	1.1	6.1
June	200	1,110	1,110	2.1	1.1	6.1
July	200	1,110	1,110	2.1	1.1	6.1
August	200	1,110	1,110	2.1	1.1	6.1
September	200	1,110	1,110	2.1	1.1	6.1
October	200	1,110	1,110	2.1	1.1	6.1
November	200	1,110	1,110	2.1	1.1	6.1
December	200	1,110	1,110	2.1	1.1	6.1
Total	1,110	1,220	1,220	110	11.1	11.1

	1924					
	No. of wagons which partially loaded	Total No. of wagons loaded and unloaded	Total No. of wagons loaded and unloaded	No. of wagons not loaded	Percent of the total of wagons loaded and unloaded	Percent of the total of wagons loaded and unloaded
January	200	1,110	1,110	1.1	1.1	6.7
February	200	1,110	1,110	2.1	1.1	6.1
March	200	1,110	1,110	2.1	1.1	6.1
April	200	1,110	1,110	2.1	1.1	6.1
May	200	1,110	1,110	2.1	1.1	6.1
June	200	1,110	1,110	2.1	1.1	6.1
July	200	1,110	1,110	2.1	1.1	6.1
August	200	1,110	1,110	2.1	1.1	6.1
September	200	1,110	1,110	2.1	1.1	6.1
October	200	1,110	1,110	2.1	1.1	6.1
November	200	1,110	1,110	2.1	1.1	6.1
December	200	1,110	1,110	2.1	1.1	6.1
Total	1,110	1,220	1,220	110	11.1	11.1





## STATEMENT II.

Statement showing the number of coal wagons loaded, overloaded and the penalty charges realised from collieries from 1922 to October 1924.

(Vide questions 10 and 20)

	1922					
	No of wagons on which penalty levied	Total amount of penalty	Total No of wagons booked	No of wagons overloaded	Percent age to the total of penalized wagons	Percent age to total overloaded
		Rs				
January	349	693	10 823	1 126	2.1	6.71
February	355	710	17 153	1 641	2.1	6.07
March	253	516	18 671	1 257	1.36	6.75
April	294	588	18 762	1 661	1.57	5.67
May	213	426	18 516	937	1.15	5.06
June	222	444	17 118	1 276	1.28	7.41
July	253	496	23 895	844	2.6	3.62
August	432	864	18 236	1 381	2.7	7.57
September	471	942	17 396	1 615	2.7	9.28
October	416	832	18 634	1 586	2.2	8.53
November	435	870	17 269	1 423	2.5	8.23
December	434	868	22 894	1 185	1.8	5.17
TOTAL	4 140	8 280	2 25 277	14 772		

	1923					
	No of wagons on which penalty levied	Total amount of penalty	Total No of wagons booked	No of wagons overloaded	Percent age to the total of penalized wagons	Percent age to total overloaded
		Rs				
January	355	2 019 0	16 529	1 216	2.1	7.36
February	452	5 971 0	16 195	855	2.79	5.23
March	366	4 504 0	16 257	949	2.2	5.84
April	361	3 274 0	15 943	875	2.2	3.37
May	155	1 219 0	15 195	639	1.02	4.22
June	209	1 445 0	15 448	706	1.3	4.57
July	362	2 922 0	17 161	954	2.1	5.56
August	296	1 233 0	17 172	867	1.7	5.04
September	372	1 621 0	17 472	926	2.1	5.30
October	325	1 452 8	17 836	909	1.8	5.10
November	514	2 244 0	19 332	1 196	2.6	6.18
December	340	1 456 8	17 549	1 002	1.9	5.69
TOTAL	4 101	23 368 0	2 02 134	11 004		

	1924					
	No of wagons on which penalty levied	Total amount of penalty	Total No of wagons booked	No of wagons overloaded	Percent age to the total of penalized wagons	Percent age to total overloaded
		Rs				
January	345	1 453	16 750	1 089	2.06	5.80
February	330	1 344	16 886	1 160	2.2	6.67
March	234	1 730	16 155	1 018	1.3	6.61
April	542	4 547	20 640	1 515	2.6	7.34
May	209	2 394	19 806	945	1.4	4.97
June	249	1 869	16 402	834	1.5	5.18
July	517	4 343	18 444	1 344	2.7	7.29
August	343	3 143	20 278	1 243	1.9	6.33
September	623	4 978	21 777	1 596	2.6	7.32
October	530	4 541	20 378	1 294	2.6	6.25
November						
December						
TOTAL	4 087	31 356	169 493	12 118		



## STATEMENT L.

*Rates for public coal, coke, and patent fuel from the Jharis field to Kaddurva  
Docks*

(Vide question 17)

SHIPMENT							REMARKS
Rate exclusive of rebate and extra charges	B N Rly Terminal	CALCUTTA CHARGES		TOTAL			
		Coal	Coke	Coal	Coke		
Per ton.	Per ton.	Per ton.	Per ton.	Per ton.	Per ton.		
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		
2 7 0	Nil	Nil	0 4 6	2 7 0	2 11 6	Rebate in force	
		Same as above				Do	
2 7 0	0 2 0	Nil	0 4 6	2 9 0	2 13 6	Do	
		Same as above				Do	
		Same as above				Do	
		Same as above				Do	
3 6 0	0 2 0	Nil	0 4 6	3 8 0	3 12 6	Rebate drawn	
		Same as above				Do	
3 11 0	0 2 0	Nil	0 4 6	3 13 0	4 1 6	Do	
		Same as above				Do	
4 0 0	0 2 0	0 4 6	0 9 0	4 6 6	4 11 0	Do	
4 0 0	0 4 0	0 4 6	0 9 0	4 3 6	4 13 0	Do	
		Same as above				Do	
3 0 0	0 4 0	0 4 6	0 9 0	3 8 6	3 13 0	Rebate drawn	

† Rebate applied to coal shipped to any port.

‡ Rebate limited to coal shipped to Burma and ports outside India only

## STATEMENT J

*Rates for public coal, coke and patent fuel from Chaurashi to Katterpore Docks*

(Title question 19)

Calendar Year	B L N I I							
	Rate exclusive of all extra charge	B L N I I Terminal	CALCUTTA CHARI		TOTAL			
			(Coal)	(Coke)	(Coal)	(Coke)		
			Per ton Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P
1912	2 13 0	N/A	N/A	0 4 6	2 13 0	3 1 6		
1913	}		Same as above					
1914								
1915								
1916								
From 1st January 1917 to 31st December 1917	2 13 0	0 2 0	N/A	0 4 6	2 15 0	3 3 6		
1918	}		Same as above					
1919								
1920—								
(i) From 1st January 1920 to 31st March 1920			Same as above					
(ii) From 1st April 1920 to 30th June 1920	3 2 0	0 2 0	N/A	0 4 6	3 4 0	3 8 6		
(iii) From 1st July 1920 to 31st December 1920			Same as above					
1921—								
(i) From 1st January 1921 to 31st March 1921			Same as above					
(ii) From 1st April 1921 to 31st December 1921	3 6 0	0 2 0	N/A	0 4 6	3 8 0	3 12 6		
1922—								
(i) From 1st January 1922 to 31st March 1922			Same as above					
(ii) From 1st April 1922 to 30th April 1922	3 11 0	0 2 0	0 4 6	0 9 0	4 1 6	4 6 0		
(iii) From 1st May 1922 to 31st December 1922	3 11 0	0 4 6	0 4 6	0 9 0	4 3 6	4 8 0		
1923			Same as above					
1924			Same as above					

## STATEMENT J

*Rates for public coal, coke, and patent fuel from Chaurashi to Kidderpore Docks*

(Vide question 49)

SHIPMENT							REMARKS
Rate exclusive of rebate and extra charges	B N Rly Terminal	CALCUTTA CHARGES		TOTAL			
		Coal	Coke	Coal	Coke		
		Per ton.	Per ton	Per ton.	Per ton		
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P		
2 4 0	NJ	NJ	0 4 6	2 4 0	2 8 6	Rebate in force †	
		Same as above				Do †	
2 4 0	0 2 0	NJ	0 4 6	2 6 0	3 10 6	Do †	
		Same as above				Do †	
		Same as above				Do †	
		Same as above				Do †	
3 2 0	0 2 0	NJ	0 4 6	3 4 0	3 8 6	Rebate with drawn	
		Same as above				Do.	
3 2 0	0 2 0	NJ	0 4 6	3 8 0	3 12 6	Do	
		Same as above					
3 11 0	0 2 0	0 4 6	0 9 0	4 1 6	4 6 0	Do.	
3 11 0	0 4 0	0 4 6	0 9 0	4 3 6	4 8 0	Do.	
		Same as above					
2 12 3	0 4 0	0 4 6	0 9 0	3 4 0	3 9 9	Rebate intro-duced.†	

† Rebate applied to coal shipped to any port\*

\* Rebate limited to coal shipped to Burma and ports outside India only

## STATEMENT K.

*Rates for public coal, coke, and patent fuel from Rudhanagar to Kidderpore Dec'22.*

(Tide question 49)

Calendar Year.	BURNAGE							
	Rate exclusive of all extra charges	B N Rly Terminal	CALCUTTA CHARGES		TOTAL			
			Coal	Coke	Coal	Coke		
	Per ton Rs A P.	Per ton Rs A P.	Per ton Rs A P.	Per ton. Rs A P.	Per ton. Rs A P.	Per ton. Rs. A P.		
1912 . . . . .	2 11 0	Nil	Nil	0 4 6	2 11 0	2 15 6		
1913 . . . . .	}		Same as above					
1914 . . . . .								
1915 . . . . .								
1916 . . . . .								
From 1st January 1917 to 31st December 1917	2 11 0	0 2 0	Nil	0 4 6	2 13 0	3 1 6		
1918 . . . . .	}		Same as above					
1919 . . . . .								
1920								
(i) From 1st January 1920 to 31st March 1920			Same as above					
(ii) From 1st April 1920 to 30th June 1920	3 0 0	0 2 0	Nil	0 4 6	3 2 0	3 6 6		
(iii) From 1st July 1920 to 31st December 1920			Same as above					
1921								
(i) From 1st January 1921 to 31st March 1921			Same as above					
(ii) From 1st April 1921 to 31st December 1921	3 2 0	0 2 0	Nil	0 4 6	3 4 0	3 8 6		
1922								
(i) From 1st January 1922 to 31st March 1922			Same as above					
(ii) From 1st April 1922 to 30th April 1922	3 9 0	0 2 0	0 4 6	0 9 0	3 15 6	4 4 0		
(iii) From 1st May 1922 to 31st December 1922	3 0 0	0 4 0	0 4 6	0 9 0	4 1 6	4 6 0		
1923 . . . . .			Same as above					
1924 . . . . .			Same as above					

## STATEMENT K.

*Rates for public coal, coke and patent fuel from Radhanagar to Kidderpore Docks*

(Vide question 49)

SHIPMENT						REMARKS
Rate exclusive of rebate and extra charges	B N Riv Terminal	CALCUTTA CHARGES		TOTAL		
		Coal	Coke	Coal	Coke	
Per ton.	Per ton.	Per ton.	Per ton	Per ton.	Per ton	
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	
2 2 0	Nil	Nil	0 4 6	2 2 0	2 6 6	Rebate in force (c)
		Same as above				Do (c)
2 2 0	0 2 0	Nil	0 4 6	2 4 0	2 8 6	Do (d)
		Same as above				Do (d)
		Same as above				Do (d)
		Same as above				Do. (d)
3 0 0	0 2 0	Nil	0 4 6	3 2 0	3 6 6	Rebate with- drawn
		Same as above				Do.
3 2 0	0 2 0	Nil	0 4 6	3 4 0	3 8 6	Do
		Same as above				Do.
3 9 0	0 2 0	0 4 6	0 9 0	3 15 6	4 4 0	Do
3 9 0	0 4 0	0 4 6	0 9 0	4 1 6	4 6 0	Do
		Same as above				Do.
2 10 9	0 4 0	0 4 6	0 9 0	3 3 3	3 7 9	Rebate intro- duced. (c)

(c) Rebate applied to Coal shipped to any Port

(d) Rebate limited to Coal shipped to, Burma and Ports outside India only



## STATISTICAL

Rates for public coal coke and patent fuel to Bom'ay

(Table question 70)

Calendar Year	DISPATCH AND SHIPMENT				
	FROM THE BHARIA FIELD				
	Rate exclusive of all extra charges	Port charges to be added			TOTAL
		Terminal		Lighterage (that charge)	
		D N	G I I		
	Per ton	Per ton	Per ton	Per ton	Per ton
	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
1912	10 1 <sup>0</sup> 0	N/A	N/A	0 8 0	11 4 0
1913	}	Same as above			
1914					
1915					
1916					
(I) 1st January 1916 to 31st August 1916		Same as above			
(II) 1st September 1916 to 31st December 1916	11 8 0	0 2 0	N/A	0 8 0	1 <sup>0</sup> 0 0
1917*	}	Same as above			
1918*					
1919*					
1920*					
(I) 1st January 1920 to 31st March 1920		Same as above			
(II) 1st April 1920 to 31st December 1920	1 <sup>0</sup> 2 0	0 2 0	N/A	0 8 0	1 <sup>0</sup> 1 <sup>0</sup> 0
1921*		Same as above			
(I) 1st January 1921 to 31st March 1921		Same as above			
(II) 1st April 1921 to 30th September 1921	13 14 0	0 2 0	0 2 0	0 8 0	14 10 0
(III) 1st October 1921 to 31st December 1921	13 14 0	0 2 0	0 2 0	1 0 0	15 0 0
1922		Same as above			
(I) 1st January 1922 to 30th April 1922	13 14 0	0 2 0	0 4 0	1 0 0	15 4 0
(II) 1st May 1922 to 31st December 1922	13 14 0	0 4 0	0 4 0	1 0 0	15 0 0
1923*	}	Same as above			
1924*					

\* 1 P

P

C

A

.

Bom'ay Joint to the rates

per ton  
per ton

1 1 1

1

## STATEMENT L

Rates for public coal, coke and patent fuel to Bombay

( Vide question 50 )

Calendar Year	DUNKER AND SHIPMENT					
	FROM CHAURASAT					
	Rate exclusive of all extra charges	Extra charges to be added				TOTAL
		Terminal		G I J R <sub>3</sub> Glat charge		
		B N	G I P			
1er ton	Per ton	Per ton	1er ton	Per ton		
Rs A P	Rs A P	Rs A P	Rs A P	Rs A P		
1911	10 10 0	Nil	Nil	0 8 0	11 2 0	
1913	}	Same as above				
1914						
1915						
1916		Same as above				
(I) 1st January 1916 to 31st August 1916		Same as above				
(II) 1st September 1916 to 31st December 1916	11 8 0	0 0 0	Nil	0 8 0	12 2 0	
1917	}	Same as above				
1918						
1919						
1920		Same as above				
(I) 1st January 1920 to 31st March 1920		Same as above				
(II) 1st April 1920 to 31st December 1920	12 0 0	0 0 0	Nil	0 8 0	12 12 0	
1921		Same as above				
(I) 1st January 1921 to 31st March 1921		Same as above				
(II) 1st April 1921 to 30th September 1921	12 14 0	0 2 0	0 2 0	0 8 0	13 10 0	
(III) 1st October 1921 to 31st December 1921	13 14 0	0 2 0	0 2 0	1 0 0	15 2 0	
1922		Same as above				
(I) 1st January 1922 to 30th April 1922	13 14 0	0 2 0	0 4 0	1 0 0	15 4 0	
(II) 1st May 1922 to 31st December 1922	13 14 0	0 4 0	0 4 0	1 0 0	15 6 0	
1923	}	Same as above				
1924						

## STATEMENT L.

Rates for public coal coke and patent fuel to Bombay

(Vide question 50)

Calendar Year	DUNKER AND SHIPMENT				
	FROM RADHANAGAR				
	Late excl o and extra char g s	Extra charges to be added		S I I Ry (flat char g e	TOTAL.
		Terminal			
		B V	C I I		
	Per ton Rs A P	Per ton. Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton. Rs A P
1912	10 1* 0	Nil	Nil	0 8 0	11 4 0
1913	}	Same as above			
1914					
1915					
1916	}	Same as above			
(i) 1st January 1916 to 31st August 1916					
(ii) 1st September 1916 to 31st December 1916					
1917	11 8 0	0 * 0	Nil	0 8 0	1* * 0
1918	}	Same as above			
1919					
19*0					
(i) 1st January 19*0 to 31st March 19*0		Same as above			
(ii) 1st April 19*0 to 31st December 19*0	1* * 0	0 * 0	Nil	0 8 0	1* 1* 0
19*1	}	Same as above			
(i) 1st January 19*1 to 31st March 19*1					
(ii) 1st April 19*1 to 30th September 19*1					
(iii) 1st October 19*1 to 31st December 19*1	13 14 0	0 * 0	0 * 0	0 8 0	14 10 0
19*2	13 14 0	0 2 0	0 2 0	1 0 0	15 * 0
(i) 1st January 19*2 to 30th April 19*2	13 14 0	0 2 0	0 4 0	1 0 0	15 4 0
(ii) 1st May 19*2 to 31st December 19*2	13 14 0	0 4 0	0 4 0	1 0 0	15 6 0
19*3	}	Same as above			
19*4					

## STATEMENT M

Rates for public coal, coke and patent fuel to Madras

(Vide question 50.)

Calendar Year	BUNKER AND SHIPMENT									
	FROM THE JHARIA FIELD									
	Rate exclusive of all extra charges	Extra charges to be added						TOTAL		
		Terminal				F. & W. Waitair extra charge				
		B N		N E						
Per ton Rs   A   P	Per ton Rs   A   P	Per ton Rs   A   P	Per ton Rs   A   P	Per ton. Rs   A   P	Per ton Rs   A   P					
1912	10   6   0	Nd	Nd	Nd	10   6   0					
1913	}	Same as above				10   6   0				
1914										
1915										
1916										
1st January 1917 to 31st December 1917*	10   6   0	0   2   0	0   4   0	0   2   0	10   14   0					
1918*	}	Same as above				10   14   0				
1919*										
1920*	}	Same as above				11   7   0				
(i) 1st January 1920 to 31st March 1920										
(ii) 1st April 1920 to 31st December 1920	10   15   0	0   2   0	0   4   0	0   2   0	11   7   0					
1921*	}	Same as above				13   13   0				
(i) 1st January 1921 to 31st March 1921										
(ii) 1st April 1921 to 31st December 1921		13   5   0	0   2   0	0   4   0	0   2   0					
1922*	}	Same as above				13   15   0				
(i) 1st January 1922 to 30th April 1922										
(ii) 1st May 1922 to 31st December 1922		13   5   0	0   4   0	0   4   0	0   2   0					
1923*	}	Same as above				13   15   0				
1924*										

\* In loading from the Bokharo-Jharia and Bokharo Coalfields served by the Bokharo Joint Railway, the following extra charges due to the Joint Railway are leviable in addition to the rates from the Jharia Field —

- (1) From Bokharo-Jharia Field  
(2) From Bokharo Field

Rs. 0-5-0 per ton  
Rs. 0-5-0 per ton



## STATEMENT M.

*Rates for public coal, coke and patent fuel to Madras.**(Fide question 50)*

Calendar Year	DUNKER AND SHIPMENT				
	FROM RADHANAGAR				
	Rate exclusive of all extra charges	Extra charges to be added			TOTAL
		Terminal		Via Waltair extra charge	
		B N	N E.		
	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P	Per ton Rs A P
1912	10 6 0	Nil	Nil	Nil	10 6 0
1913	}	Same as above			
1914					
1915					
1916	}	Same as above			
1st January 1917 to 31st December 1917					
1918					
1919	}	Same as above			
1920					
(i) 1st January 1920 to 31st March 1920					
(ii) 1st April 1920 to 31st December 1920	10 15 0	0 2 0	0 4 0	0 2 0	11 7 0
1921	}	Same as above			
(i) 1st January 1921 to 31st March 1921					
(ii) 1st April 1921 to 31st December 1921	15 8 0	0 2 0	0 4 0	0 2 0	16 0 0
1922	}	Same as above			
(i) 1st January 1922 to 30th April 1922					
(ii) 1st May 1922 to 31st December 1922	15 8 0	0 4 0	0 4 0	0 2 0	16 2 0
1923	}	Same as above			
1924					

## STATEMENT N

*Extract from Bengal Nagpur Railway Local Rate Advice No. 25 of 1924*

( vide question 61 )

Item 13—Rebate on export coal and coke.—The period of admission of claim for, and of the withdrawal of rebate on export coal and coke, will be reduced from "six months" to "three months"

Item 8 of Local Rate Advice No. 1 of 1924 will therefore be revised as under—

A rebate of 25 per cent of the actual freight rate excluding terminals or extra charges, etc. will be allowed at the end of every three months of a calendar year on all coal and coke except bunker coal and coke, booked at owners' risk from the B N Railway colliery stations and exported by sea by any one consignee from the Port of Calcutta including Bhahimar to any port in or outside India as shown by the Bills of Lading.

Claim for rebate—Any rebate not claimed within two months of the expiry of each quarter of a calendar year in which it accrued will be subject to a discount in accordance with the following scale—

	per cent
If claimed after two months, but within 3 months	5
If claimed after two months, but within 4 months	10
If claimed after two months, but within 5 months.	15
If claimed after two months, but within 6 months	20

No rebate will be paid unless claimed within six months after the expiry of each quarter of a calendar year in which it accrued.

Coal or coke for the use of foreign railways must be consigned as public coal or coke and charged for accordingly; in the first instance, in order to obtain the benefit of this rebate.

This rebate is liable to cancellation at not less than three months' notice counting from the end of each quarter.

## STATEMENT O

(Vide question 61)

by Messrs.

192

Statement of coal and coke, etc., exported during the month of

Invoice	Date	No	D Note No	Colliery	Station		Weight of coal billed for	Weight of coal exported	Freight on export- ed quantity exclud- ing terminal and extra charges		Rebate due of freight	Name of steamer	No and date of bill or loading
					From	To	Tons	Tons	Rate per Ton	* Amount	Rs    A		

\* Terminal and Extra charges of 0 4 0 and 4 60 per ton are incorporated in through rates



## STATEMENT P

B N RAILWAY SHALIMAR COAL DEPOT

Statement showing the rent charged for the use of Coal Depots since 1912

(1 id question 65)

Locality	From January 1912 to October 1920				From November 1920 to December 1922				From January 1923			
	Rate per cottah	Total paid to Port Comrs	Total charged on Sub-tenants	Rate per cottah	Total paid to Port Comrs	Total charged on Sub-tenants	Rate	Amount	Rate	Amount	Rate	Amount
Purvisde Zone	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
	6 0 0	78 2 6	459 0 0	15 0 0	1 062 14 0	1 117 0 0	15 0 0	1 062 14 0	23 0 0	1 1 9 0 0	23 0 0	1 1 9 0 0
Intermediate Zone	4 0 0	313 3 0	220 0 0	10 0 0	78 15 6	5 0 0 0	10 0 0	78 15 6	15 0 0	863 0 0	15 0 0	863 0 0
	3 0 0	377 8 6	250 0 0	7 0 0	850 14 6	598 0 0	7 0 0	850 14 6	10 8 0	89 0 0	10 8 0	89 0 0
Office plots	Rs 1 per plot		13 0 0	Rs 1 per plot		13 0 0			Rs 1 8 per plot	20 0 0		
		1 475 14 0	9 1 0 0		3 6 6 12 0	2 201 0		3 6 6 12 0		3 6 6 12 0		3 110 0 0

**SIR GEORGE GODFREY, Agent, C. ISMAY, Esq, Commercial  
Traffic Manager, A. M. CLARK, Esq, Transportation  
Manager, C. W. A. CARROLL, Esq, Superintendent of Rates and Development, A. BAYLEY,  
Esq, Coal Manager, Adra, G. PELLY, Esq,  
District Traffic Superintendent, V. E. D.  
JARRAD, Esq., Superintendent of  
Transportation (Traffic).**

(ORAL EVIDENCE—THE 26TH JANUARY 1925)

**General—Mr Clark**—The number of colliery sidings on the Bengal Nagpur Railway is 170, and of colliery depots 74. I do not know how this compares with the First Indian Railway.

**New coalfields—Sir George Godfrey**—The new coalfields which are or will be on the Bengal Nagpur Railway system are as follows —

(1) *The South Karanpura field*—This is on the Bengal Nagpur Railway, but a new line skirting the south side of it and running west towards Dalton gunge is now being built by the Railway Board.

(2) *Bolero Ramgarh*—This is on the Bengal Nagpur Railway steam, but the line serving it is joint with the East Indian Railway.

(3) *Hutar*—A new Central Indian Coalfields Railway is now being built by the State and it seems probable that the working of it will be entrusted to the Bengal Nagpur Railway.

(4) *Talchar*—This will be wholly on the Bengal Nagpur Railway.

The development of these new fields will bring more coal traffic on to our lines. On the other hand new lines are being built and the extension via Daltonganj in particular will give a new outlet up-country to the North Western Railway and divert traffic which now passes over our other lines.

(To Mr Legge)—This will ease waste of wagon-days which results from sending coal via Katni and Katni Marwara instead of direct to the North Western Railway. The opening up of the new lines to the new coal fields will not, I think, transfer the wagon-difficulty from the Jharia field to the new fields. The position as to wagons is largely due to the directions from which the demands for wagons on a particular field come and the opening up of new fields will ease the wagon-difficulty in the Jharia field. The difficulty is largely in getting the trains through and not in any actual deficiency in the number of wagons. If the Madras Railway for example take 10,000 tons of coal from Talcher it must necessarily relieve the outlet from Jharia. This would I agree be dependent on the Jharia collieries getting no new markets. In this connection I would remark that the tendency will be for coal to get cheaper when the new fields open out and for the demand to be stimulated.

**The Bally Bridge—Sir George Godfrey**—I think that the time will come in ten or fifteen years perhaps when the Bengal Nagpur Railway trains will have to run over the Bally Bridge. The ferry in itself involves no delay but for the past two years the west bank of the river has been silting and dredging has failed to remedy this. So we have had to move out our jetties further into the stream. This involved delay while we were holding conferences with the Port Commissioners necessitated by the decision some fifteen years ago that nothing should be built beyond the line known as the Advance Reclamation Line. Before we could extend our jetties we had to get this decision altered. A re-survey was done and now the up-stream pontoon has been moved out. The other pontoon will be taken in hand but

will not be ready till next September. When the two are working, we shall be able to move up to 500 wagons a day, but 500 wagons per day may not be enough in ten or fifteen years' time.

**Vishnupur-Howrah line.**—*Sir George Godfrey*—As regards the Vishnupur-Howrah project which was intended to give a more direct outlet from the coalfields to Calcutta, the position has altered since it was first put forward. It was actually sanctioned by the Railway Board at one time but a little later this sanction was withdrawn. In any case the work could not have been taken up because at that moment the war broke out. Since then

### (i) Staff

1. **Organisation of staff for coal traffic.**—*Mr. Clark*—We find that having the Coal Manager in the coalfields and not in Calcutta is quite satisfactory. I do not see that any marked advantage would result from transferring him to Calcutta. He does no work other than coal traffic.

The supervision that is exercised by the Superintendent of Transportation in Calcutta covers the movements of wagons to the coalfields districts, the clearance of loaded wagons from the coalfields districts to destination, supervision over the number of wagons supplied daily, watching if fluctuations occur in the wagon supply which are not obviously accounted for, and in short general supervision over the supply of wagons for, and the movement of wagons loaded with coal from, the coalfields.

*Mr. Bayley*—The Assistant Traffic Superintendent at Bhojudih is responsible for moving general merchandise-wagons and for seeing that the pilots work correctly to time (the whole of the staff for this purpose is under him) and generally for supervising the work under me. Most of our work is in the Jharia coalfield. In the lower coalfield we have Radhanagar.

*Mr. Clark*—(To *Mr. Legge*)—The District Traffic Superintendent at Adra is responsible for the despatch of wagons to any from the Radhanagar and Chourashi fields and the working of traffic over the Adra district. He supervises wagons moving between Chakradharpore and Adra between Asansol and Adra, Bhojudih and Adra and between Adra and Kharagpur. As regards Jharia, the Coal Manager is responsible only for the movement of the coal traffic from the Jharia field into Bhojudih. Jharia is separate from the Radhanagar and Chourashi fields and is worked from Bhojudih.

*Mr. Clark*—(To *Mr. Stuart Williams*)—Coal that goes from the new coalfield at Talcher to Calcutta will pass up the east coast main line via Kharagpur. The mileage will be about 306 miles and the mileage for charge from Talcher to the Docks will be about 80 per cent more than the mileage on which the rate from Bhaga is based.

*(4) General questions of wagon-supply*

2 Total amount of coal transported.—*Mr. Clark*.—The following statement shows the tonnage of coal booked for (1) Kilderpore, (2) Shalimar and (3) Garden Reach and Brace Bridge Hall, separately since 1912

*Coal and Coke carried by the Bengal-Nagpur Railway to the undermentioned stations since 1912*

Year	To Shalimar	To Ramkistopore	To Garden Reach Station	To Kilderpore Docks	To (a) Garden Reach Coal Depot	Total.
	Tons	Tons	Tons	Tons	Tons	Tons
1912	239,338	19,713	2,934	811,003	211,778	1,314,796
1913 14	228,140	19,576	4,512	601,271	210,505	1,094,431
1914-15	211,718	26,366	6,193	527,374	278,097	1,015,748
1915-16	179,250	26,819	3,163	371,232	169,504	740,298
1916 17	134,533	24,799	Not available	161,757	155,316	776,405
1917 18	124,841	20,619	2,367	211,901	131,191	521,252
1918 19	120,105	17,937	1,021	298,991	111,532	549,599
1919 20	102,794	6,833	782	376,323	145,788	632,170
19-20-21	151,973	906	1,788	663,907	218,316	1,036,800
1921 22	215,703	4,805	4,154	211,255	159,125	629,132
1922 23	213,850	6,654	.	86,698	159,343	462,545
1923 24	237,137	7,129	.	75,528	150,514	470,503

(a) Name was Brace Bridge Hall up to 1915-17 and thereafter Garden Reach Coal Depot.

thrown up on to three lines there they are collected and those for the docks are drawn away from the ferry yard to the Garden Reach yard across a public road and are then sent on into the docks. The time taken between the arrival of the train at Shalimar and making over the wagons to the docks amounts to a good many hours and the same process goes on in the reverse direction. When the tides are low the ferry has to stop working until there is sufficient water.

These factors account for the long delays (a) between Bhojuli and the docks and (b) between arrival at Shalimar and arrival at the docks.

I should say that the delay between Shalimar and the docks accounts for something like 24 hours but from to-day we hope to show a marked improvement, because we hope that the first of the two extensions of the ferry pontoons on the Shalimar side will be ready from to-day and that it will enable us to work wagons across for 24 hours per day. This will cut down the time taken to get wagons from Shalimar into the docks by at least a day.

When the time taken by us to get wagons down from the coalfields is contrasted with that taken by the East Indian Railway you must remember that ours is a route 15 per cent longer than theirs and that this must be taken into account in both directions that means an extra day on our whole period of turn round. Also they have not to get their wagons across a ferry and that saves them two days on the turn round. Besides that they show the time taken to get their wagons back only to Onal and it is a question how long it takes them to get the wagons back from Onal to Jharia. We have 200 miles to run while Onal is only 190 miles or so from Calcutta that means that we have to run an extra 140 miles in the two directions.

As I have said before we anticipate being able to expedite the movement of our coal trains.

(To Mr. Jeger)—Mr. Bingley—I think that I shall be able to show that there is no foundation for the allegation of the Eastern Coal Company that wagons are seriously detained in the weighbridge at Bhojuli. We shall reply to Mr. Mackie's statement by letter. My impression is that Mr. Mackie refers really to the delay in getting his weighment returns. I may remark that we have been making over more than 50 per cent of the Calcutta wagons to the Pathardih yard of late. That probably means a delay of two or three days before he gets his returns back as his company may not have a private weigh-clerk at Pathardih such as they have at Bhojuli where they get the papers in three or four hours because we hand them to their clerk. The reason why we are sending the wagons to Pathardih is that there are restrictions on booking via the ferry.

Mr. Clark—We are not sending coal wagons to the docks now via the ferry. We had to ask the East Indian Railway if they would take our coal traffic for the docks via Pathardih it means that we lose money but this step was in the general interest.

(To Mr. Whitworth)—Mr. Bingley—I cannot say why the half-rakes loaded at the railway collieries on the Bengal Nagpur Railway have been arriving in dribbles at the docks spread over three or four days. Saltore and Deoli traffic have been made over to the East Indian Railway at Asansol, but I cannot say that we have made over full half-rakes to them. Perhaps some of the wagons were over loaded and had to be taken out for adjustment. Then again some of them might have been marked sick and have had to be cut out your rake might have lost 10 wagons that way. There are always some wagons bound to be cut out for over loading. Suppose that seven wagons are cut out for adjustment in the yard. Or again seven or eight wagons might be wanted to make up a train load and that would cut down your half rake to 10 or 12. I consider that it is practically impossible to get a whole rake through from the coalfields to the docks without over loaded or sick wagons. If you have sick wagons it may be 24 hours before they are repaired and it may be 48 hours they are shunted into the carriage and

wagon siding for the repairs to be carried out. This does not mean that defective wagons have been supplied the damage may be done at the collieries or in pilot shunting.

*Mr Clark*—Then again as regards getting rakes through, the vacuum brake question comes up as well a certain number of wagons with vacuum brakes are needed in the front of each train.

*(To Mr Stuart Williams)*—*Mr Clark*—Our figure of two days to and from the docks (i.e., from Dhalimar to the docks and back again) is an approximate figure only we have not got exact figures. The margin of 11 hours from our yard to the transfer siding which remains if we calculate on the Port Commissioners' figures, is due to delays in crossing the road and in waiting for the ferry but, since our figure is only approximate, the calculation is not quite fair to us.

### (iii) Indents and allotment to collieries

\* **Indents and wagon allotment**—*Mr Bayley*—The Coal Manager at Adra personally does the detailed allotment of wagons to each colliery. As regards paragraph (13) of our answer, we want to load high tonnage wagons down-country in order to get more coal to the docks. This is in accordance with the orders of the Coal Transportation Committee. They are open wagons.

*Mr Clark*—Probably it is not a really economic use of the wagons from the commercial point of view but it is beneficial to export coal and it enables us to get more work out of the ferry.

*Mr Bayley*—With reference to (14) in our experience the colliery people do surrender the chalans at the proper time.

*Mr Bayley*—With reference to (15) Colliery weighbridge-clerks get free passes.

*(To Mr Legge)*—Bhojudih works the allotment for all Jharia. There are four engines at Mohuda. The Chourashi allotment is worked from Adra there is a weighbridge at Chourashi and a pilot engine goes up there for a week at a time shuttling the empties and loaded wagons between Chourashi and the colliery sidings.

9 **Over-indenting**—*Mr Bayley*—I do not see that there is any difference between a system of alternative indents and a system of over-indenting. Over-indenting is practically the same thing as alternative indents because we allow the collieries to indent in every direction. The only stipulation is that they are not to indent for lower priority wagons when they have a right to higher priority wagons for example if a colliery has orders for locomotive coal and also for coal to the docks which is lower priority they cannot indent for both with the remark that if a rake for the docks is available they do not want any wagons for locomotive coal. The reason why this is prohibited is that otherwise there is no sense in having a priority system.

*(To Mr Legge)*—I do not think that over-indenting leads to the collieries putting in enormous indents full of numerous entries. It is not every colliery that takes advantage of the over-indenting system in fact usually it is only the depot holders. It is very occasionally that the big collieries get orders for rakes and indent for different directions. *Mr Clark*—Where we are in a different position from the East Indian Railway is that they have practically speaking only up and down traffic though I admit that they have different routes. Besides that we work coal on a much smaller scale.

*Mr Bayley*—I see no difference between over-indenting and alternative indents but I do allow unlimited over-indenting. *Mr Clark*—The difference is that if you get indents for definitely different routes you are in a position to work up to the limit for each route. *Mr Bayley*—The collieries are fairly reasonable on the whole. They do not over-indent as much as they might in theory. The system does not increase our work appreciably. *(To Mr Stuart-*

Williams)—In theory they can indent for nine times the capacity of the colliery siding once for each of the nine directions named at the top of Statement C. "Adra to Shalimar" and "via Ferry" are not the same thing. You may get wagons for Shalimar when the ferry route is restricted.

Mr. Clark—The reason why the indents shown in Statement D for the first half of 1924 are practically four times as big as supplied while in the second half they are only one and a half times as big is I suppose that there was a restriction at the commencement of the first half of 1924.

Mr. Bayley—There is over indenting when wagons are not supplied.

Mr. Clark—Similarly as regards the fact that the indents in the first half of 1923 were twice the supply while those in the second half when normally things should be better were thrice the supply. I can only offer the surmise that it was because during the second half of 1923 looking down the east-coast section stopped and traffic was diverted via Nagpur the result of this was that indents could not be met fully for wagons moving in the east-coast direction and therefore there was a great demand for them.

(To Mr. Whitworth)—Mr. Bayley—As regards the discrepancy between indents and supplies to Railway Collieries in the first half of 1924 when 64,000 wagons were indented for and 32,000 wagons were supplied as is shown in Statement D, although there is no reason why there should be over indents for railway coal. I suppose that the difference was mostly due to restrictions via Waltair. It was some time after the restrictions were imposed that the Chief Mining Engineer reduced his programme. The collieries meanwhile indented in excess after falling short of their requirements.

#### (iv) Capacity to handle coal traffic

11. Wagon capacity of coalfields.—Mr. Clark—As regards statement F, our capacity for supply is 835 and our capacity to clear is 1,125 but the average wagon-supply is in the region of 700.

Mr. Bayley—The difference between our capacity and the average wagon supply, which is actually 67.55, is due to the shortage of empties at some times and to restrictions at others.

Mr. Clark—We cannot always work up to the maximum of course. The various limiting causes would be these—(i) engine power, (ii) sickness. Recently we have had an epidemic of sickness on the east-coast section for 3 months reducing the number of wagons that could be moved. (iii) restrictions including restrictions brought about by sickness. We cannot work up to the full capacity of the railway when there is one route which is unable to work up to its capacity. (iv) shortage of wagons but as a matter of fact the position as to empties has been unusually good during this past year.

Mr. Bayley—As regards the small percentage of wagons for public supplies shown in the Coal Transportation Officer's weekly statement as 10 or 11 per cent, during these last 15 days we have been supplying full on indent for public supplies. I admit that the indents for public supplies have dropped off considerably.

Mr. Clark—I might point out that we have moved very much more coal in 1924 than previously. In the half year ending September 1924 we moved 2,606,000 tons as against 2,295,000 in the similar period for 1923. I can send in figures for the whole year to the Committee.

(To Mr. Legge)—Mr. Clark—As regards the supply of empties to the coalfields being in some degree governed by the demand for wagons for general merchandise we have during the past year been getting more wagons down at Calcutta than we could put into the coalfields. We are continually making over empties to the East Indian Railway at Tikiapara.

We have no definite formula such as they have on the East Indian Railway governing the proportion that coal wagons should bear to merchandise-wagons. Possibly this is due to our being in a different position because we have a

large amount of traffic moving down to Calcutta coal moves upwards to Nagpur and wagons return with iron and steel to Calcutta. They are then available for the coal fields because we cannot work them empty anywhere else.

**12 Maximum capacity for export and bunker coal**—*Mr. Clark*.—In 1923-24 we actually handled for the Docks and Garden Reach Depot 227,000 tons. In 1912 we handled for Bracebridge Hall and the Docks 1,032,000 tons. In 1923-24 we handled for Shalimar 237,000 tons. Then we must add the Dock Junction 128,000 tons.

What margin there is for additional coal traffic for the docks depends on the extent of the other traffic which requires to be moved. If there is a large coal traffic for the line south of Kharagpur it occupies the capacity of the single line between Bankura and Kharagpur and leaves less wagons for Shalimar. It would not help coal traffic at present if the Adra Kharagpur line was doubled or at any rate it is not necessary to have it doubled. We are hoping to make a marked improvement in the speed of transit to Calcutta. We are not satisfied with what we have been doing.

(*To Mr. Jegge*).—As regards the fact that our figure for export-coal works out at only 148 wagons per day throughout the year taking the low wagon capacity of 16½ tons per wagon, it must be remembered that traffic does not move evenly. There is much greater coal traffic in the months February to June when the amount which we move is limited by the amount which we can put through. Later when we have the capacity to move the coal, traffic possibly does not offer itself. Moreover despatches to the docks may bunch at any time. We could handle as an average for export-coal 3 trains a day or allowing for Sundays and festivals when wagons are not loaded say, 5 trains a day. At present the traffic via the ferry is limited by the ferry's capacity to 140 wagons a day each way. With the extensions the number will rise to 300 and then the limit will be the capacity of the single line for coal wagons. The 300 will be possible from to-day we hope but the staff will have to get into the way of handling the ferry to get the best results. There is a further point that in the busy season other traffic is moving to an unusual extent as well as coal, but it is possible that when we are doing better south of Kharagpur more of our capacity will be occupied for coal traffic in this direction.

(*To Mr. Stuart Williams*).—As regards loading open wagons downwards and the necessity for having a certain number of covered wagons at the docks for up-country despatches with us upwards traffic is of moderate importance. We take a certain amount of general traffic into the docks in covered wagons but do not always have enough to meet the requirements of up-country traffic for covered wagons. With the improvements in the ferry I think that we can get back to the level of the pre-war coal traffic though you must remember that since that time the amount of our own locomotive coal that has to move to Shalimar has been increased. However I do not anticipate any difficulty in handling our share of the export coal. There is always the alternative route by the Port Indian Railway if our line becomes congested we do not count on this exactly but it does exist in case of need. We are making use of it now and even 50 wagons a day makes a difference.

#### (c) Working of sidings

**13 Working of sidings**—*Mr. Bingley*.—We do not have a ten hour system. I do not consider that such a system would save 24 hours on each wagon. My reasons are as follows—

If you have a ten hour system you have to lunch your empties to get them out of the yard in the early morning probably you will have to keep them lying at the supply base for a good many hours waiting to be picked up by the pilots that would mean heavy detention at the yards. Moreover it would mean that all the loaded wagons would come with a rush together into the weighbridge-base and it is quite likely that the weighbridge could



not deal with such rush traffic. For these reasons, I hold that quite probably the time saved in the sidings would be lost in the yards.

There is the further objection that with the ten hour system the work in the yards would have to be done at night instead of being spread over the twenty four hours. It would also involve a strain on the section-capacity because we should have to run double the number of pilots. You would save wagon hours in the collieries but lose them or at any rate lose a lot of the good gained by drawing early, owing to the rush work at the weighbridge base.

The advantage claimed for the ten hour system, that the collieries know when they will get wagons is already obtained under our present system for the pilots work every day to a schedule and the wagons are put in to every colliery siding at the same time each day, although all the collieries do not get them at the same time.

(To Mr. Legge)—The suggestion that the weighbridge-capacity might be increased so as to avoid the difficulties which I have mentioned does not strike me as sound. You have not only the capital cost of the extensions but the necessity for increasing engine power when you use two pilots instead of one, and besides that you have the increased demand on station capacity and the extra staff that will be needed to deal with your wagons when you bunch your empties and your loaded wagons. At present we arrange our pilots so that they take out the empties as the latter come in and the empties are delayed for only two or three hours at most for carriage examination and for arranging wagons.

(To Mr. Stuart-Williams)—The introduction of the ten hour system would not mean that collieries would need less siding capacity because the question of loading of rakes comes in.

(To Mr. Legge)—We do not, as a rule have any heavy detention of interchange wagons at exchange points though occasionally there is delay. Our biggest delays are at Katra where very often the East Indian Railway are not in a position to receive our trains when they are ready owing to the question of carriage-examination coming in. At Bhaga there were some delays previously but there are not now, while the position at Pathardih is very much better now and on the average the wagons are being taken over at Pathardih within 20 hours of our getting them from the colliery. There is therefore, now no difficulty in getting wagons taken over by the East Indian Railway. Things worked very badly sometime ago but now going smoothly.

Sir George Godfrey—As regards the proposed revival of monthly meetings of the coalfields between railway officials and representatives of colliery managers my impression is that none of the managers turned up after the first few meetings and so they died a natural death. I should not have the slightest objection to their revival but I am somewhat sceptical of the benefit that would result.

#### (c) Weighment, marshalling and despatch of wagons

11 Weighment, marshalling and despatch of wagons—Mr. Bayley—We already make up train loads of wagons meant for individual steamers at the docks if there are two half rakes from adjacent collieries.

Mr. Clark—One method of expediting traffic is to arrange for making up through trains of 53 wagons which are not to be stopped for wagon examination etc., once they leave Bhojudih until they reach Shalimar. We have only one such train running now. It avoids the necessity for stopping the train for carriage examination at Adra and Kharagpur.

Mr. Bayley—The train runs through on the passenger line and does not go into the yard at all. It may save as much as six or eight hours on the ordinary method.

(To Mr Bray)—On the turnround, subject to any delays due to over loading of wagons the system of through trains would save perhaps three days. Anyhow there would be a considerable saving.

Mr Clark—I should prefer not to answer the question definitely until we have had more experience.

Mr Bayley—(To Mr Legge)—If a rake of wagons for one destination comes into Bhojudih I keep them together unless I am prevented from doing so by there being overloaded or sick wagons. All the wagons that come into Bhojudih do not have to go over the weighbridge in order to get into the marshalling yard. In fact the trains first come into the marshalling yard and then are drawn backwards on to a shunting neck that gives access to the weighbridge.

Mr Clark—(To Mr Bray)—There is a distinct advantage from the point of view of quicker loading of steamers if the collieries load rakes and half rakes.

(To Mr Stuart Williams)—We certainly do not get the wagons across to the docks within two hours of their reaching Shelmar. The whole question is complicated by the general goods traffic as well as coal coming down in bunches for the ferry. You may have traffic waiting when the coal train comes in and then it has to wait its turn before it can go on to the ferry. I hesitate to commit myself to an answer to the question whether we could bring down coal so as to load direct from wagon to steamer. We endeavour on the transportation side as well as from the point of view of wagon allotment to take notice of coal wagons being intended for special steamers. I have to be guarded in my reply because I do not see how we can always guarantee to bring down the coal wagons in time. Information however is sent direct from the docks to the coal manager at Adra and he endeavours to arrange to keep the wagons for the one steamer together. I do not say that we give preference to shipment coal over coal for the jute mills but we do try to bring down the wagons for one steamer together. We have train control right through from the coal fields to the docks.

Mr Clark—As regards the suggestion that we should have weighbridges at the different collieries we have not discussed who would work them. Presumably they would work the wagons by hand shunting and probably the railway would accept the colliery weighments making check weighments at times.

Mr Bayley—I think that we might have our own weighing staff.

(To Mr Legge)—Loaded wagons might perhaps gravitate to the weighbridge. Some collieries have such schemes in view now for instance Jamadoba Collieries regularly handshunt loaded wagons now although they do not like doing it. The possibility of working weighbridges at the colliery all depends on the lay-out of the colliery siding. It is certainly out of the question for the pilot to work the weighbridges. An advantage would be that less adjustment would be needed after weighing.

Mr Clark—It would be quite a different matter as regards working the weighbridge by the pilot, if an arrangement were introduced for loading the wagons from bins.

Mr. W. H. ... ..

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Mr Bayley—I do not know of one colliery on our system where a weighbridge could be installed without any alterations in the sidings being necessary but there are 4 or 5 where it could be done if a certain amount of alteration was carried out.

Sir George Giffrey—The colliery would provide the weighbridge and pay for the staff. The staff would consist of clerks deputed by us, they would have to be railway servants who could be transferred when necessary, for otherwise they would get too much into the colliery managers' hands. We should make a reduction in the terminals in return for their doing part

of our work. They would soon recover their costs for example if they despatched 20,000 tons a month and their terminals were reduced by one anna they would soon work off the capital cost.

(To Mr Whitworth)—There would be no objection to a colliery using its own engine. (To Mr Jejee)—Collieries would have to do their own shunting for weighing the pilot could not do it.

**16 Maintenance of weighbridges**—Mr Clark—We do not propose to put in any gravity yards at present. I am not satisfied that they would present any advantages. We have a hump yard elsewhere though not for coal and find that it does not always work successfully.

Sir George Gifford—My experience is that they are not very satisfactory. They have not quickened the work of marshalling and the transportation staff do not like them. The reason why they are not successful in India is that the wagons are of different weights and of different ages some run freely and some do not thus a gauge that suits one wagon does not suit another and this leads to some wagons being sent down too fast and getting damaged. Generally we find shunting engines do the work more quickly. I do not say that this is our final decision but it represents our present attitude.

Mr Bayley—We have 7 weighbridges in all not counting Malkera and Khanoodih. We have now three automatics including one which has been installed at Bhjudih during the last two or three days another automatic is being put in there. Also there will be another automatic installed within a fortnight at the Joint Colliery. (To Sir L. V. Mukherjee)—I am afraid that I cannot give the number of underloaded wagons. We keep no statistics as to this. Nor can we give any figures as to results in our own collieries from which any deductions could be drawn as to the extent of underweight elsewhere because we are not weighing the wagons that go out of our own collieries the weighbridge has not yet been put in there.

(ii) Extensions and improvements in depot yards

**17 Improvements in depot yards**—Mr Clark—The capacity after remodelling of the yard at Malkera which is now 10 wagons per day will be about 230 wagons.

For Khanoodih the present figure is 10 after remodelling it will be 150.

(To Mr Jejee)—The improvements at Mohuda will not relieve Bhjudih yard to any great extent. We have not considered so far as I know, the possibility of running the wagons in the rough down to some place nearer Calcutta where they would be marshalled as suggested in the report of the Coal Conference in 1912. I think that the splitting up of the bases is more satisfactory.

(iii) The 10 hours and 20 hours system of supply

**18 The 10 hours system**—Mr Clark—I speak from recollection when I say that the reason why our two largest consumers could not work to the ten hour system was because that system meant that their mechanical plant was out of use during the whole night. They worked with both mechanical and hand loading they were Jamadoba and Bhowrah.

(iv) Overloading and load lines

**19 and 20 Overloading at collieries**—Mr Clark—I should not say exactly that the load line did more harm than good but I do not think that the collieries ever bother to test whether it is correct or not for their coal.

Mr Bayley—I cannot say how many collieries had to pay overloading penalties but I can say that overloading is very general. We joined with the East Indian Railway in 1919 in offering the formula for calculating the load lines for different coals. The Indian Mining Federation did not reply at all while the Indian Mining Association, early in 1920 said that they were not prepared to adopt it and raised the question of Mr Pelly's weighing arrangement. I think that if the colliery managers would exercise the necessary supervision and care the formula would work excellently. I have had a lot

of experience of the coalfields and I certainly do not think that the managers exercise enough supervision over the loading contractors. I think that there is something in the suggestion that the reason is that the bulk of the loading is done in the afternoon when the manager is in his office and not on the colliery itself.

*Mr Clark*—We could not accept the proposal to remove underloading charges with the idea that this might stop overloading. We could not work a system by which we charged on actual weights without a minimum. As it is there is too much underloading, because the collieries have no strong reasons for loading the wagons fully. The average loading is too low at present as compared with the loading capacity of our wagons and the railway is definitely losing on this account. Loadings are below the average carrying capacity.

*(To Mr Legge)*—If the collieries underload the consumer pays the colliery on railway weight and the colliery would not have to make good to the consumer the difference between the actual weight and the minimum charge.

*(To Mr Bray)*—The following is a statement of the various scales of penalties on underloading. Our penalties are the same as those on the East Indian Railway.

*Penalty charges for overloaded wagons*

1st December 1919 to 30th June 1919	{ 8 per cent and under free Over 8 per cent Rs 5 per wagon.
1st October 1919 to 9th January 1923	{ 8 per cent and under free Over 8 per cent Rs 2 per wagon
10th January 1923 to 28th February 1923	{ 5 per cent and under Nil Over 5 per cent to 8 per cent Rs 3 per wagon Over 8 per cent to 10 per cent Rs 5 per wagon Over 10 per cent Rs 15 per wagon
From 1st March 1923 to 31st July 1923	{ 5 per cent and under free Over 5 per cent to 8 per cent Rs 3 per wagon Over 8 per cent to 10 per cent Rs 5 per wagon Over 10 per cent Rs 10 per wagon
From 1st August 1923 to 28th February 1924	{ 5 per cent and under free Over 5 per cent up to 8 per cent Rs 1 per wagon Over 8 per cent to 10 per cent Rs 1.8 per wagon Over 10 per cent Rs 5 per wagon

*(To Mr Legge)*—When the percentage of overloading gets bad the scale is altered from time to time. I do not think that the penalties are reduced when the overloading becomes less. I think the alteration in scale has been such as to make it easier for the collieries which do less overloading.

*Mr Bayley*—*(To Mr Legge)*—I agree that the collieries have used the load line as a means of putting the responsibility for overloading onto the railway and that they object to the formula because its introduction will put the responsibility on to the collieries.

*Mr Clark*—I think that the load line is no use.

*Mr Bayley*—When wagons are overloaded we weigh a fair percentage of them after adjustment. We would also reweigh wagons while they were still at the weighbridge at the request of colliery representative, but if the wagons had left the weighbridge we should certainly not bring them back from the marshalling yard.

Mr. Clark—(To Mr. Whitworth.)—The figures for wagons overloaded at the various weighbridges are given in the following statement

*Percentage of Coal Wagons Overloaded at each weighbridge during 1921*

Names of weigh bridge	Percentage of Coal Wagons Overloaded at each weighbridge during 1921										
	January	February	March	April	May	June	July	August	September	October	November
Mohuda	5.61	6.60	4.70	10.20	7.36	9.85	8.9	7.21	7.23	6.24	7.3
Loyabad	11.23	9.30	3.10	7.86	1.98	6.11	11.75	4.60	6.11	7.18	3.9
Bhaga	9.65	7.15	7.77	6.64	3.95	7.03	7.34	8.31	10.32	8.18	6.53
Blajudh	9.19	1.45	2.82	2.76	0.14	2.12	3.73	3.2	4.46	9.94	1.18
Chaurashr	4.33	5.60	1.68	8.37	7.7	7.19	9.97	6.84	8.25	1.70	3.99
Rallanagar	3.39	5.20	6.12	7.83	3.91	0.6	1.13	3.07	3.87	1.18	4.78
Average for all weigh bridges	5.80	6.87	5.61	7.34	4.97	5.08	7.21	6.31	7.12	6.93	5.68

**21 Load line on wagons.**—*Mr. Clark*—Our reply should read "majority of wagons supplied to the collieries" instead of "all wagons supplied to the collieries"

(x) *Demurrage*

**23 Demurrage**—(To *Mr. Legge*)—*Mr. Bayley*—If there are 20 wagons on a siding when a pilot arrives of which 10 are loaded and one has not finished loading the colliery can have the 10 drawn out if they hand over the D note. We do not leave partially loaded wagons behind unless the manager gives a written request. If one wagon is half loaded the colliery can have it drawn out and will only have to pay Rs 5 if there is any overloaded coal belonging to that colliery lying at the weighbridge they can have the wagon adjusted there.

*Sir George Godfrey*—We do not leave the whole lot behind in the siding as a penalty for loading not being completed.

*Mr. Bayley*—Leaving the wagons in the siding if the colliery contractor does not hand over the D note is inevitable unless you are prepared to leave a lot of discretion to the guard. If the pilot comes in when the loading board is up at a siding and the colliery people will not let the wagons go, then he goes on and leaves all the wagons. This certainly involves some waste of wagons-days but there is no remedy.

*Mr. Ismay*—The remedy is for the collieries to start loading those wagons first which are on the outside of the siding.

*Mr. Bayley*—Such cases however are not very numerous.

*Mr. Clark*—If we do not penalise them they are likely to become very much more so.

*Sir George Godfrey*—The low percentage of demurrage proves that such cases cannot be very frequent.

*Mr. Clark*—There are very few cases of this kind and they do not give us much trouble. Perhaps this sort of thing is more important on the East Indian Railway.

(xi) *Check on delays in transit*

**25 Prevention of delays to wagons**—*Mr. Clark*—We have as a matter of fact introduced a check on transit between the fields and the docks since we wrote our reply. But it is not actually being worked because no wagons at present are coming down over our line to the docks. They are all going by the East Indian Railway. The check intended is to note the individual numbers of all wagons sent daily from each field and to report the time when they arrive at Garden Reach and are made over at the docks. This will merely be a matter of clerical work in my office once the Station Masters at Radhanagar, Bhojudih and Chaurashi have sent in their statements.

As regards the statement of one witness that 200 out of 300 wagons were left unweighed at the end of the week *Mr. Bayley* has shown that this is incorrect. The delay is not in the weighing of the wagons but in the receipt of the weighing returns by the Colliery Manager. The reason for this was the diversion of his wagons to the docks via the East Indian Railway.

*Mr. Bayley*—I shall reply in writing with reference to the wagons going by the Bengal Nagpur Railway direct as to which there is said to have been delay. But if we take the first case on *Mr. Mackie's* list in which he shows 4 days delay I can prove that the wagons arrived at the yard at 17.40 on the 3rd were weighed three hours later at 20.45 and left at 22.25 on the 4th. The return was ready at 0.45 on the morning of the 4th and was handed over to their weighbridge clerk at 7.40 on the morning of the 5th because he did not come earlier. I can identify the wagons because only one pilot is drawn each day.

(To *Mr. Legge*)—*Mr. Bayley*—The out-door supervision on the collieries is exercised by myself, the Assistant Traffic Superintendent at Bhojudih, the Weighing Supervisor, the Traffic Inspector and the Assistant Inspector. The

Assistant Traffic Superintendent is continually visiting the collieries. He has a motor trolley and is out at the collieries, certainly, two or three days a week. He has to pass the various colliery sidings to get from one colliery to another and he watches the wagons being loaded.

The Traffic Inspector has a trolley and goes round quite twice a week. The Weighment Supervisor goes round at intervals, and the Assistant Inspector is continually out with the pilots.

*Sir George Godfrey*—It is difficult to deal with indefinite complaints of this kind. The District Traffic Superintendent may be doing much more good by sitting in his office exercising general control over the more important work of distribution and punctuality. Beyond fairly frequent general inspections we would not expect him to go round checking the sidings.

*Mr Bayley*—When we do go to the colliery siding nine times out of ten we do not see the colliery manager. He is very rarely there except when we make an appointment to meet him.

*Sir George Godfrey*—Much the most effective way of watching train work and pilot work is by doing it on paper. Personal visits are not nearly so effective though they are quite all right when you have to talk over any practical difficulty. They should not be done for the mere sake of talking. I imagine the feeling that the railway staff are not doing enough inspection is one that grows up owing to managers on the colliery not knowing when the district and assistant officers are about.

#### (xii) Co-operation of collieries

26 (b) Co-operation of collieries with the railway—*Mr Bayley*—The complaint of the collieries that covered and loaded wagons are intermingled so that they cannot be loaded in groups for up and down the line is to a certain extent true. It is difficult to marshal wagons for supply with open and covered wagons separate for 6 or 7 collieries on one pilot.

(c) *Mr Clark*—Our written reply I am afraid, misses the point of the question. The collieries do load haphazard.

*Mr Bayley*—It is sometimes merely a question of how they put on the labels.

*Sir George Godfrey*—This does not make much practical difference to us. The wagons have to be weighed and some have to be cut out anyhow. It is of importance when big lots of wagons have to be dealt with.

*Mr Bayley*—We cannot arrange to group all the open and all the covered wagons together on the pilot so that the guard could put a few of each together into each siding. The pilot would get the empties and the loaded mixed up together.

#### (xiii) Wagon supply

23 Supply of open wagons only to particular collieries—*Mr Clark*—It is correct to say that the introduction of the pooling scheme has reduced the work of marshalling to a certain extent.

*Mr Bayley*—I think that we might say "to a considerable extent."

*Sir George Godfrey*—With reference to our reply (1) to 67 we recognise that we have a regular supply of open wagons at the collieries. There is no chance of supplying open wagons only for the collieries equipped with mechanical loading plant so long as the pooling scheme continues.

(To Mr Leggc)—Mr Clark—It would be no solution to mark all opens N P because you could still be receiving non N P wagons from other railways

Sir George Godfrey—By the time that the docks are equipped with mechanical appliances it is possible that the railway will have enough open wagons to keep them going

Mr Clark—I think the result of attempting to supply open wagons to collieries with mechanical plant would be that you would have covered wagons standing idle and at the same time would be getting complaints that you were not supplying enough wagons to meet indents

Mr Bayley—If you had stabling in the colliery sidings some collieries would get more than their fair number of wagons

(To Mr Leggc)—Sir George Godfrey—If it is a question of supplying open wagons only for coal to be loaded for the docks I dare say that we could manage it Under the present system I say that neither the East Indian Railway nor the Bengal Nagpur Railway could guarantee open wagons only for all collieries equipped with mechanical appliances

Mr Clark—To attempt to do this would mean a great deal of unfit work

Mr Bayley—There are about 40 mechanical loading appliances at collieries on our system

Sir George Godfrey—The suggestion that in the interchange system open wagons should be supplied in exchange for open and covered for covered raises the question whether other railways would have sufficient open wagons Presumably a certain number of opens would be needed for the movement of coal from Bombay port for example

Mr Clark—As it is we have had a shortage in covered wagons at the docks for loading back recently we had to work up covered wagons from Kharagpur to the docks to meet the demands of sugar traffic The use of open wagons only for coal would lead to greater expense in handling our coal traffic because covered wagons received near Calcutta would have to be returned empty instead of loaded with coal

29 Double wagon supply to collieries with mechanical loading—Sir George Godfrey—If we gave an extra supply to such collieries we should not necessarily lay ourselves open to accusations of unfair treatment if the collieries could load quickly enough say in 1½ hours It might lead to complaints if a system of distribution of wagons were in force but it must be remembered that any arrangement by which the collieries could load as quickly as that would involve upon them a considerable expenditure of money If you calculate the interest on capital and know that it would all mean an additional charge on coal

(To Mr Whitwell)—I agree that the solution of the double wagon supply difficulty is to have increased siding capacity But even then the collieries might not get the full supply because the wagons might not be sufficient

32 Objection to issuing several railway receipts for rakes and half rakes—Sir George Godfrey—It seems to me that the advantage was given to the colliery in return for the advantage gained by the railway of simplicity in working The rake-system was introduced with the idea of getting a large amount of coal away quickly to the advantage of both the railway and the colliery but so far as our system is concerned it has not affected either side very greatly As regards the point whether in the first line of our reply the rake should be consignee or consignor I looked on the question as one of convenience for the man who sends away say 2½ wagons to one destination and at the destination splits them up But the matter is not very important and if there is any special reason for doing so we can manage to introduce the change

(To Mr Leggc)—It is very probable that the reason why small collieries are anxious for this is that a railway receipt is a negotiable instrument and the consignee wishes to be able to sell it



## (xx) Sidings

31 Applications for sidings.—*Mr Bayley*—We can let you have a statement showing the total siding accommodation in terms of number of wagons.

*Sir George Godfrey*—As regards the number of applications for sidings that we have on hand, the delay that takes place in sanctioning many of the sidings is due to causes which the railway cannot control. In particular there were two or three sidings asked for by the Indian Mining Federation which raised a big question as involving great expenditure either by the East Indian Railway or the Bengal Nagpur Railway the matter was referred to the Railway Board who finally sanctioned the scheme and it is being carried out by the Bengal Nagpur Railway. Great delay occurred but the cause was the necessity of a reference to the Railway Board. I refer to the Behmandih Karkaree siding.

I do not think that it should be possible to allow sidings to be put in as private sidings with the idea that they would afterwards be taken over by the railway if they justified their existence. Very few people are prepared to put down the money for installing the permanent way and there are also cases when we see that the sidings would interfere with train working. I do not think that the railway would refuse to take over a siding if it were a profitable one. To secure safety we should have to build it and charge for it. There are many complaints when we feel that we have good reasons against putting in sidings. There is one case where the colliery people have to cart coal to a station at a cost of perhaps eight annas a ton. They think that a siding would be cheaper but we see that we should not be able to recover our expenditure for it is impossible to charge extra as a special case because the Railway act forbids it. We have only one private siding on our system and that is a relic of the old days. Most of the private sidings were converted into assisted sidings but this particular company refused to fall into line.

Sidings are often asked for by irresponsible people in impossible positions and we could not agree to them if they interfered with the working of a piece of the line. We do not often refuse merely because of the cost that will be involved. Our reason is that we do not believe in the property or that the siding would be inconveniently placed. I know of at least twelve sidings which have been a loss to us. I get a progress report put up to me showing what is happening to applications.

35 Number of sidings.—The actual siding accommodation for wagons at collieries situated on our system is as follows—

(a) Jharia coalfield, excluding B N and E I Railways	
Joint Colliery and G I P Railway Kargali Colliery	3 330
(b) Radhanagar field	851
(c) Chaurashi field	545
	<hr/>
TOTAL	4 726
	<hr/>

## (xxi) Preferential wagon supply for export and Bunker Coal

38 Possibility of preference being conditional on not overindenting.—*Mr Chait*—The only way to prevent collieries from sending down to the docks more coal than is needed for shipment would be to fine them wagons if they overindent. It would not be a nice thing to do but it would be the only way, I think.

*Mr Bayley*—I should let indents be governed by the authorisation. They do not overindent as a rule for authorised supplies.

*Sir George Godfrey*—Any preferential supply would be contingent upon some one giving a certificate that preference is needed. That certificate could be used to prevent overindenting.

(*To Mr Legge*)—*Mr Clark*—If there were no Coal Transportation Officer and the Port Commissioners gave a note of total tonnage to be loaded we could convert it into wagons but there would be difficulties about subdivision among different collieries.

*Sir George Godfrey*—I see no real difficulty. We should not be working to a margin of a few tons. With a 6 000 ton boat there would have to be a margin of 200 or 300 tons of course. There is no stopping the collieries from taking advantage of this to bring down some coal which would eventually be transferred to their own mills but it is not worth worrying about.

(*To Mr Bray*)—*Sir George Godfrey*—The case quoted in which owing to the failure of information about 1 000 tons of coal which were due to be despatched by the B N Railway for shipment another 1 000 tons were ordered from a colliery on the East Indian Railway probably occurred during the last seven or eight months when there were physical causes for my railway not being able to move traffic easily to the docks. If the coal were shipment coal the colliery manager should have told the Coal Manager at Adra about it and should have asked him for special help to get the coal down by a particular date. The Coal Manager is not likely to know about a thing of this sort until too late unless the manager tells him. We come up against the question of preferential wagon supply here as well as of preference in transport such as is possible. Not much can be done as far as preference in transport goes. You cannot stop trains in order to let special trains pass them if there are a number of them going along a line one behind another.

*Mr Buxley*—If the Colliery Manager rings my office up we can give them all information available by 10 or 11 each day.

*Mr Clark*—We cannot guarantee wagons for coal because we cannot even "guarantee" the punctual running of our passenger trains. But you will find that the railways are improving very largely and this improvement is bound to continue.

*Sir George Godfrey*—I should like to see a system of preference to shipment coal right through. This would be to the interest of the whole coal trade and not only of the one person who is making the shipment.

Every person connected with the production of coal ought really to be interested in securing some means for re-establishing an export business. Even the small collieries who may not have any prospect of exporting coal ought to realise that some second and all third class coals will be shut out of business entirely unless something can be done—

- (a) to increase the total demand for coal
- (b) to increase the internal consumption to something substantially more than 19 to 20 million tons
- (c) to absorb the increased production of some 3 to 5 million tons already almost in sight and
- (d) to counteract the drop in price of coal consequent on excess production

Therefore even the man who has no immediate prospect of becoming an exporter should be prepared to assist in a general scheme for re-establishing an export business. The first step is to get the Indian Mining Association and the Indian Mining Federation to agree together on the importance to the whole coal trade of India of extending exports. Then if they agree on this broad point they must go on to appoint a joint board or amalgamated Coal Chamber which could put up a Committee to deal with the whole question. The Committee would employ a Superintendent stationed in

Calcutta who would obtain from his inspecting staff all over the coalfields information as to any coal intended for shipment, including the seam, the colliery and the date of despatch the inspecting staff would also inspect the loading of shipment coal. The Coal Chamber's Committee would have to be entitled to issue notices to Railways of steamer loading programmes week by week and to demand special assistance amounting to special treatment for coal required for particular steamers. In this connection the railways would have to allow wagons up to a reasonable number to stand at the docks under load at a special demurrage rate which might be the same as the Conference rate for each day over and above the free time. A six thousand ton ship would only need 150 wagons of coal and if half of these wagons were down two or three days before the vessel arrived and the others were coming down regularly behind them I do not think that more than half the whole number would come under demurrage. Suppose that they were under demurrage four days that would mean four annas a ton, five days would mean five annas and so on while as against this extra expenditure the shipper would be able to get better terms for freight and would save the Port Commissioners' normal charge of three annas for dumping. The Superintendent in charge under the Coal Chamber could give a certificate showing the Colliery from which the coal came and the Committee could grade the coal and give a grading certificate which would be called the Amalgamated Coal Chamber's Certificate of Quality.

The Superintendent and his Staff would be paid by the coal trade as a body on the basis of a very small charge on every ton of coal sold by all Collieries in Bengal, Behar and Orissa and it would be essential that they should be highly paid. This is an outline of a scheme which could be worked if the Indian Mining Association and the Indian Mining Federation would see eye to eye until they can do so it would be a mere waste of time to elaborate the details of it.

I do not think that it would be a good thing to use the Chief Mining Engineer and his staff instead because that would involve Government interference in what is purely a trade business but Government would have to make the admission that the authority of the Superintendent was good enough to authorise the railways to give preference.

For shipment coal the proposed Board would do all that the Coal Transportation Officer now does. They could derive their powers from the Government of India in the Railway Board by executive orders if the two bodies combined to express a desire for them but the Government of India will not give them if there is any opposition. (To Mr. Bray)—My attitude is that I favour a Grading Board, but I prefer that it should be one controlled by the Trade. I do not think that the scheme proposed by the Indian Mining Association would be the right way to get grading done. You must have an executive man who is experienced and knows the coal seams the actual work must be done by an expert who could justify his actions to the Committee; it could not be done by a Committee. Certainly a Board such as is proposed by the Indian Mining Association should be empowered to give directions for preference to the railways.

39 *Possibility of preferential supply being cumulative*—Mr. Clark—Mr. Bayley was not present when the reply to this question was drafted and he agrees with the views of the East Indian Railway. We should like to modify our reply accordingly.

#### (xiii) Coal Transportation Officer

40 and 41 *Value of Coal Transportation Officer to railway*.—Sir George Godfrey—I do not agree that the Coal Transportation Officer now does work which ought to fall on the railways, for the reason that his main work is to give preference. I agree that he is the outcome of a disease.

Mr. Clark—At the present moment the disease does not exist.

*Sir George Godfrey*—I do not know if we can say that we have emerged from our difficulties. From time immemorial the railways have been prophesying that their difficulties will disappear soon, but they have not, up to date. However, I do not think that two years hence there will be much difficulty about the wagon supply, although in the busy season there will always be some shortage, even if it is not serious enough to justify the Coal Transportation Officer's retention.

We must have some central authority to know where the coal is coming from for each particular ship otherwise the collieries might ask for supplies for shipment from both the railways. If the Indian Mining Association and the Indian Mining Federation do not combine nothing can be done but within a year from now there will be three to five million tons more of coal available on the market and this cannot be absorbed unless that market expands the alternative to their combining is that the small collieries will have to shut down.

Probably we could arrange a system of preference to the export trade if we were authorised to do so.

*Mr Clark*—I think that the question of preference for export coal was discussed in 1912 by the Indian Mining Association.

*Sir George Godfrey*—With the increased amount of coal on the market in two or three years I do not see that there will be any great need for the Coal Transportation Officer, because the coal will not be wanted. But if no other authorising authority is appointed such as the Committee which I suggest, I should like to see the Coal Transportation Officer retained.

*Mr Legge to Mr Clark*—It is easier to supply a rake than 50 wagons split up between several collieries. The Coal Transportation Officer does contribute to a quicker turn round of wagons but how far so would be difficult to say.

*Sir George Godfrey*—I do not approve of the idea that preference should be given to loco coal and shipment coal etc. and that the remaining wagons should be distributed to the collieries *pro rata*. At the moment there is no necessity for giving preferential supplies of wagons to industrial concerns all over India. The Coal Transportation Officer or some authority would be of great use in deciding what shipment coal should be given preference. He would also be useful if his duties were limited specially to shipment coal, because he could keep the Coal Manager advised about the urgency of shipments and because the shipper could go to him for information. He could watch how wagons were held up at the docks and how the scheme was working generally.

*Mr Clark*—The East Indian Railway's statement is correct. There might be other goods which stood in greater need of preference than coal.

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43 Opening of steamer berths.—*Sir George Godfrey*—One week is not enough at present but ought to be.

*Mr Clark*—We would sooner have a fortnight of course.

*Mr Bailey*—Very often we only get four days.

*Mr Clark*—We might have said in our written reply 'not less than a week.'

#### (xxi) Demurrage at the docks

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(xxii) *Railway freights and terminal charges*

**56 Seasonal rates**—*Sir George Godfrey*—There is no question of a slack time on our railway. We have no slack season. There is less coal at certain seasons than at others but we have other traffic in place of it—manganese, dolomite, iron ore to the steel works, limestone, etc., whether the rains are on or not. There is no scope therefore for seasonal rates on our railway.

(*To Mr Jejee*)—We know that we should lose if we introduced seasonal rates because there is no chance of compensating the loss by filling up the deficiency of traffic. There is practically no deficiency of traffic to fill so Mr Banerjee's suggestion that we should try and see cannot be adopted.

**57 Rates and terminals for loco. coal**—*Sir George Godfrey*—Undoubtedly we are losing on the transport of coal for other railways.

**58 and 59 Payment of terminal charges to Port Commissioners.**—*Sir George Godfrey*—In my opinion the terminal charge at the Kaldierjore docks is very high. The Port Commissioners charge terminals because they are doing the work which the railways should have done and that is legitimate. But the big increase of two years ago was not justified on its own merits; they merely said that they must balance their budget somehow.

(*To Mr Jejee*)—I think that in theory the terminal on coal should be reduced because it is a commodity of low value which cannot bear high rates as compared with more valuable merchandise.

(xxiii) *The rebate on coal and its effects*

**60 Effects of export-coal rebate**—*Sir George Godfrey*—I do not support the idea that there should be a rebate on coal sent to Bombay by the rail route. Under present conditions I am much more anxious to encourage coal coming down to Calcutta. The rebate on coal to Bombay is open to the following objections—

- (1) It would accentuate the wagon difficulty,
- (2) It would leave no room for other and better paying traffic if coal traffic increased to any great extent on the Bombay route while the better paying traffic is merchandise which must be moved.
- (3) It would lead immediately to a demand from other places short of Bombay for a similar rebate.

I should certainly differentiate between export and bunker coal in the matter of rebates. Export coal needs assistance, but steamers have to bunker at Calcutta whether the coal gets a rebate or not. One reason why bunkering has fallen off is probably that the ships utilise space in which they might put bunker coal for loading other cargo and fill up again at Colombo.

*Mr. Carl*—It would be interesting to know to what extent bunker coal has fallen off.

*Sir George Godfrey*—You have to consider not only the total figures but the number of vessels using the port. In 1918, 1919, and 1920 when ships were coming in freely, nearly two million tons of coal were put into bunkers. The figure for bunkers has fallen off since but that is perhaps due to the general falling off of trade.

(*Mr Whitworth*)—Those were years when ships were getting a very good mixture of coal from the docks. To my knowledge several lines which used to bunker here now bunker at Colombo—the Japanese ships do that.)

I think the reason why the Japanese coal at Colombo is that they could not get the coal which they wanted here and have now got into the habit of taking it elsewhere.

Apart from the extra cost of railway freight you have the increased expense of ground rent of labour and of hire of boats, all affecting the bunker trade. From depot to bunker now costs Rs 3 a ton as against Rs 1.8-0 pre war.

61 **Payment of rebates**—*Mr. Clark*—The suggestion to which we refer at the end of our written reply to this question is likely to be adopted. It is only a matter of arrangement.

62 **Rebate versus concessional rate**—(To *Mr. Legge*)—*Mr. Carroll*—If we reduce the rate on coal to the docks we might have difficulties under the differential rule which people would try to use to drive down other rates so rebates are a protective measure for the railway.

(xxii) *The hauling of the coal depots at Hourah and Shalimar*

63 **Coal depots rents**—*Mr. Clark*—(To *Mr. Legge*)—Besides depot rents we levy a terminal charge of Re 0-4-6 a ton. The whole of this goes to the Port Commissioners and to the East Indian Railway which have to work the coal over the branch.

*Mr. Clark*—We admit that we lose on these depots but if we do not keep them and so get the traffic to the depots we should not get the coal coming down over the main line.

*Sir C. M. C. Mre*—The East Indian Railway supplies loco power for Shalimar. If we did not provide the depot we could not carry any bunker coal at all for the collieries which we serve.

(xxiii) *General recommendations*

64 **Suggestions for quickening coal transport and stimulating export of coal**—(1) *Mr. Clark*—The obstacle that prevents the loading of complete trains from one dispatcher to one destination is that few concerns want to handle as much as a whole rake at once. The big collieries send away a rake at a time for shipment purposes and the big steel works want rakes but otherwise they are not really required.

(2) *Sir C. M. C. Mre*—The supervision of sidings to prevent pilferage of wagon parts is a matter for the collieries. We cannot possibly arrange it. If we put in two watchmen on every colliery it would be very expensive. Not to mention that there would be always friction with the colliery staff. It is a matter which ought to be taken up by the collieries. (To *Mr. Bragg*) The type of thing that is stolen off the wagons is axle box covers, oiled waste and vacuum pipes. The latter are used as water bottles on the coal fields.

(3) The provision of vacuum brakes has been accepted as important by the Railway Conference Association.

(4) In my opinion there is probably too much train examination at present. We are reorganising the system.

(xxiv) *Coal traffic via Waltair*

65 **Wagons made over to Madras and Southern Maharashtra Railway at Waltair**—*Mr. Clark*—I put in a statement showing how many wagons we are actually having over at Waltair. We have had a serious epidemic of accidents during the last three months or more down that section on the east coast and this has hastened the movement of traffic seriously.



Wagons made over by B. N. Railway to M. and S. W. Railway at Wallair.

Month	Total handed over			Daily average		
	Loaded	Empty	Total L. & E.	Loaded	Empty.	Total L. & E.
January 1924	2753	119	2872	89	1	90.24
February 1924	2274	70	2344	79	2	81.4
March 1924	2545	109	2654	92	3	95.0
April 1924	2819	122	2941	95	3	98.1
May 1924	2577	153	2730	93	4	97.20
June 1924	923	85	1008	101	2	103.18
July 1924	3172	101	3273	105	3	108.25
August 1924	3186	125	3311	112	4	116.15
September 1924	3508	108	3616	117	3	120.16
October 1924	2850	115	2965	92	3	95.29
November 1924	2214	96	2310	75	3	78.00
December 1924	2642	84	2726	85	2	87.20
January 1925	3018	65	3083	97	2	99.14

*Sir George Guldrey*—I think it would be an excellent thing if the Railways deputed Coal Traffic officials to the docks to learn the practical difficulties which are experienced there and if in return the docks deputed one of their men to go up the coalfields and get practical experience of our difficulties. It would be a valuable and interesting training for the men, though I do not think that it could result in any great improvement in traffic working, but the interchange of knowledge must in itself be useful.

## (ii) Eastern Bengal Railway.

Colonel G. R. HEARN, C.I.E., D.S.O., Agent, Eastern Bengal Railway.

## WRITTEN STATEMENT

1 East Indian Railway running-powers to the docks.—Coal traffic to the docks is carried in trains of the East Indian Railway, which has running-powers over the Eastern Bengal Railway between Naihati and Kidderpore Dock Junction

2 Average time taken by coal trains between Naihati and the docks and vice versa—(a) The average time taken by the East Indian Railway down coal trains is about 3 hours between Naihati and docks against an average booked time of 2 hours

(b) The average time taken by the East Indian Railway up running-power trains from the docks to Naihati is about 2 hours 15 minutes against an average booked time of 1 hour 45 minutes

3 Special difficulties in working goods-trains between Naihati and the docks and vice versa—The main difficulty in connection with the working of the dock traffic lies on the section between Ballygunge and Majerhat. The line is a single track and at mile 5 B just south of Ballygunge station at the entrance to Majerhat a running power and Eastern Budge-Budge Section suburban not suffer so much detention run on the passenger lines. Trains can leave Ballygunge till line-clear is obtained right through to Majerhat.

The question of the extension of the quadruple lines from mile 5 B depends on the final situation and lay out of the Port Commissioners' new marshalling yard for the docks as, until these are fixed, the question of the approach lines from the Eastern Bengal Railway to the yard cannot be settled.

The facilities from Naihati to mile 5 B are more than adequate. In fact the remuneration received by the Eastern Bengal Railway from the East Indian Railway for the working of the latter's running power trains over this section does not cover the interest on capital and maintenance charges of the section. This fact will have to be borne in mind when considering any proposal for reduction in rates of freight on coal traffic for the docks. Under present conditions, this railway is not in a position to bear any loss in revenue which might be caused by a reduction in rates.

4 Special difficulties preventing the quick turn-round of engines and rolling-stock between Naihati and Bandel.—The difficulties on the Naihati-Bandel Section from the Eastern Bengal Railway point of view are chiefly due to delays by the East Indian Railway in clearing loads for the East Indian Railway from Naihati, and to all East Indian Railway down trains into Naihati being received unmarshalled. Naihati yard is not big enough to meet these conditions. Relief may be given by a project to connect Azimganj and Bhauramara.

5 Suggestions for expediting transit stock between Naihati and the docks.—The quadruple line should be extended to Majerhat (see paragraph 3 above). Ballygunge yard is being remodelled and the question of remodelling Majerhat has been taken up.

It is also proposed to introduce Train Control on this section.

A hump marshalling yard is needed at Naihati to mentioned in my answer 4 above.

The East Indian Railway have been asked to arrange for engines to run through to Naihati with the trains that enter Naihati yard as it is hoped that this will tend to more prompt clearance of up loads.

It would also assist if the East Indian Railway trains can bring in loads separately marshalled for north and south traffic and at more regular intervals.

(Oral Evidence—January the 23rd, 1925.)

**1 East Indian Railway running-powers**—The total paid by the East Indian Railway to the Eastern Bengal Railway for running powers in 1923-24 including running powers to Chitpore and Sealdah as well as those to the Kailashpore Docks was Rs 1,87,005. They pay Rs 1.8 per train mile for Chitpore and Sealdah and 12 annas per train mile for trains running to the docks. For light engines they pay nothing and the Eastern Bengal Railway gets no credit for shunting or marshalling at Chitpore or Calcutta. The East Indian Railway do their own delivery at the docks.

I should go further and say that these rates are quite inadequate. They were settled long ago and the question of their revision has come up two or three times. The East Indian Railway Company said that they could pay no more and we gave in because we thought the receipts all went more or less into one budget. Now that they have become a State Railway I have denounced the agreement and we shall now have to settle what the true rate should be. On my figures if they had paid their proper proportion of capital costs and maintenance (excluding the cost of station staff and signalling) we should have been paid Rs 75,000 more on Dock Traffic than we were last year. The fact of the case is that they can now quote a rate at our expense, the rebate that they give on export coal is really at the expense of the Eastern Bengal Railway.

In arriving at this figure we have taken the capital cost of the double line between Naihati and mile 5 B on the Budge Budge branch, then we have taken the total number of trains running over this line to Chitpore, Sealdah and the docks and we have charged proportionately to the East Indian Railway and the Eastern Bengal Railway. If they are going to cover the loss i.e. proportion of interest on capital and maintenance they ought to run another 3,000 trains a year to the docks. Seeing that they ran in the year 1923-24 only 3,908 trains to the docks they would have practically to double their present traffic if they were going to pay interest charges and maintenance.

They pay for empty trains running back, but I have included this in my calculations.

**4 Special difficulties preventing quick turn-round between Naihati and Bandel**—When the Ballv bridge is built the trains will come in much further down. As regards the difference that the bridge will make I do not think that Naihati delays the dock trains to any great extent because they run right round it, the only delay is that due to a certain amount of congestion. But the dock traffic amounts only to  $7\frac{1}{2}$  trains each way per day, while the capacity of our line is tremendous. Of course, there are restrictions over the Jubilee Bridge, but it seems rather extravagant to put in a new bridge merely to deal with  $7\frac{1}{2}$  trains each way per day. The existing difficulties I am told are much more at Bandel. The congestion is due to the Jubilee Bridge but I cannot believe that something could not be done to improve it or that the engineers could not make a better bridge there. If this is impossible there would be some relief gained by the project to connect Azimganj and Bhuramari that would mean another bridge but a much smaller one, over the Bhagirathi and it would not be a very serious matter.

**5 Transit between Naihati and the docks**—Among the improvements which I suggest is the provision of a hump marshalling yard at Naihati. We shall take this up when we have time to examine it. We have not worked

out a scheme yet because we have so much to do in other directions. The yard was remodelled I think, in 1913 or 1914, long before my time. Certainly it wants remodelling now, but with all the existing difficulties we do 2,000 wagons a day. As regards our request to the East Indian Railway to have their engines run through to Naihati negotiations are going on all these things of course take time. They say that the Jubilee Bridge would not stand the weight of their engines. This part of my reply refers to trains which enter Naihati yard and which we have to break up, all the East India Railway running power trains go round the yard. I should explain that the line between Naihati and Bandel is worked as a shuttle service. The engine bringing down a train for our line is cut off at Bandel where a shuttle engine is put on. Our idea is that, instead of blocking Bandel while they take off the engine and put on a shuttle engine they should run straight through and their objection is the heaviness of their engines.

The East Indian Railway consider that, when they pay a contribution towards Naihati yard and when expenses are continually going up the work of marshalling trains should be done at Naihati yard and not by them that is one way of looking at it but their suggestion is obviously not for the general good. I admit that it is not a good yard but it is unnecessary to go into technical details.

The building of the Bally Bridge would quicken up the movement of traffic between the coalfields and the docks. The bridge would be so far down that unless trains from it are taken to a proposed yard eight miles out of Calcutta on this side of the river every train passing over the bridge would have to be marshalled and run straight through to destination. That is if we are to cease marshalling at Serdah and Chitpore. The latter was desired by Committees in 1920 and 1923. The bridge is too near Calcutta to allow of other trains being broken up on this side. It will only help the dock trains and as I have shown that means a very small portion of the traffic. The Bally Bridge would carry only 7½ trains each way per day, because all other trains that come in with running powers would have to be split up and so could not use it.

As regards the suggestion for doubling the Jubilee Bridge and putting a flying bridge over the Naihati yard I do not think that the yard gives any trouble. The only trains that I have seen hung up were detained owing to the inability of Bandel to receive them. The reason given to me was that Bandel commonly could not take anything till 8 A.M.

### (iii) East Indian Railway.

G. L. COLVIN, Esq., C.B., C.M.G., D.S.O., Agent, East Indian Railway.

(WRITTEN STATEMENT—12TH JANUARY 1925)

#### (i) Staff

1 Organisation of staff for coal traffic—The principal coal areas served by the East Indian Railway are the Jherriah and Raneegunge fields. For the purpose of railway operation each of these fields is a separate district under the charge of a District Superintendent with headquarters at Dhanbad and Asansol respectively.

Each district is divided into depot sections served by a depot station and each depot section is again divided into several pilot sections. The pilot section is roughly a group of siliings worked by a single pilot.

The supply and clearance of wagons and the movement of traffic on the district, i.e., all traffic transportation work is under the control of the District Superintendent who has assistant officers and a large office staff. He has also several District Inspectors who maintain out-door supervision on the work of the traffic transportation staff of the district.

The depot stations are in the charge of senior subordinate officials who are responsible to the District Superintendent for the work of receiving trains of empty wagons, breaking them up and re-forming them into loads for each pilot section according to the advice issued daily by the District Superintendent.

Pilot guards take out these empty loads to their sections and distribute the wagons at the various siliings according to the instructions contained in the supply memoranda forwarded by the district office. After the wagons have been loaded, they are removed by the pilot guards and brought to the depot stations where under the direction of the yard master they are weighed, marshalled and despatched.

Each yard master has three assistants who work 8 hours each with sufficient clerical and menial staff to relieve them of the purely routine work of yard operation, thus enabling them to devote their time to supervision of wagon and train movements in the depot stations. The movements over the district are controlled by Train Controllers.

The District Superintendent maintains a very close check over the work being carried out on his district by means of telephone communication.

There is also a Traffic Commercial Officer, the District Traffic Manager "Coal" Dhanbad, who superintends the weighing, charging and invoicing of coal traffic and all like matters. This officer has jurisdiction over both coal districts in all matters commercial and works in close touch with both District Superintendents.

The duties of these three district officers are centralised in the Coal Manager at Calcutta.

A chart showing the organisation of the staff is given as Appendix A.

It is proposed shortly to introduce a Divisional Scheme on the East Indian Railway when a Divisional Superintendent will be posted to Asansol. This Officer will be responsible for the entire transportation work now vested in the District Officers of the several departments stationed at Asansol and Dhanbad and it is anticipated that the reorganisation will make for more efficient working.

## (ii) General questions of wagon supply

## 2 Total amount of coal transported —

Statement showing weight of COAL traffic carried during the years 1912—1924

Calendar years	January to June			July to December			Total for the year		
	Upwards	Downwards	Total	Upwards	Downwards	Total	Upwards	Downwards	Total
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1912	4,005,722	4,877,608	8,883,330	1,031,001	3,163,648	4,194,649	5,036,723	8,041,306	13,078,029
1913	4,229,236	5,236,769	9,466,005	1,914,023	3,116,310	5,030,333	6,143,256	8,157,615	14,300,871
1914	2,179,110	3,113,515	5,292,625	2,339,094	2,057,705	4,396,799	4,467,204	5,215,320	9,682,524
1915	4,674,530	4,800,344	9,474,874	2,119,141	2,814,406	4,933,547	6,593,554	7,625,740	14,219,294
1916	3,421,285	2,710,000	6,131,285	3,191,870	2,178,873	5,370,743	6,613,160	5,267,530	11,880,690
1917	3,754,917	2,444,404	6,200,321	3,301,835	1,913,491	5,215,326	7,000,657	4,600,055	11,600,712
1918	3,070,159	2,339,000	5,409,159	3,369,843	2,044,944	5,414,787	7,079,000	4,941,011	12,020,011
1919	3,577,241	2,556,603	6,133,844	3,309,015	2,071,106	5,380,121	6,971,200	5,106,709	12,077,909
1920	3,109,101	2,423,800	5,532,901	3,154,493	2,314,026	5,468,519	6,303,581	4,989,764	11,293,345
1921	4,818,403	3,179,700	7,998,103	2,814,001	3,010,603	5,824,604	5,632,454	6,100,303	11,732,757
1922	4,187,950	2,068,667	6,256,617	3,110,803	3,019,319	6,130,122	5,298,773	3,061,180	8,360,053
1923	3,007,769	2,053,149	5,060,918	2,508,000	2,751,535	5,259,535	5,905,800	5,706,633	11,612,433
1924	3,518,647	3,000,000	6,518,647	3,483,134	3,106,430	6,589,564	7,001,780	6,899,100	13,900,880*

The years 1921, 1922 and 1923 were affected by strikes and floods respectively. The first strike was from 13th December 1921 to 6th January 1922 and the second at the same time from the 2nd February 1922 to the 24th April 1922. The floods of 1923 which occurred near Arrah station entailed the stoppage of traffic and the restrictions remained in force from 29th August to 22nd September 1923.

\* November and December figures are approximate

## 3 Number of wagons supplied to coalfields —

Statement showing the number of wagons loaded with COAL during the years 1912—1924

Calendar years	(a) Number of wagons supplied	1st six months	2nd six months	TOTAL	
				Up	Down
1912	583,716	282,041	301,675	Not available	Not available
1913	619,439	318,979	300,460		
1914	673,069	316,741	356,328		
1915	611,014	316,758	294,256		
1916	687,850	353,222	334,628		

(a) Includes wagons loaded on Bengal Nagpur Railway but involved by East Indian Railway but excludes wagons loaded on East Indian Railway and involved by Bengal Nagpur Railway.

Calendar years.	(a) Number of wagons supplied.	1st six months.	2nd six months.	TOTAL.	
				Up.	Down.
1917	631,054	570,129	250,925	393,755	277,304
1918	605,851	332,957	332,721	30,349	275,732
1919	623,896	313,100	340,667	377,907	305,589
1920	606,400	737,731	308,678	327,850	289,559
1921	616,441	3,66,623	309,775	278,160	268,251
1922	5,19,107	233,355 (b)	328,405	222,469	209,421
1923	652,730 (c)	337,357	315,362 (c)	302,769	319,950
1924	734,054	373,050	361,701	353,175	373,473

an Railways

## 4 Number of wagons supplied to traffic other than coal —

Statement showing weight of GOODS traffic carried during the years  
1912—1924

Calendar years	January to June			July to December			Total - the year		
	Up- wards.	Down- wards	Total	Up- wards	Down- wards	Total	Up- wards	Down- wards	Total
	Tons.	Tons	Tons	Tons	Tons.	Tons.	Tons.	Tons	Tons
1912	1,44,176	2,213,331	3,657,507	1,27,457	1,732,613	3,009,970	2,68,573	3,95,943	6,64,516
1913	1,47,091	1,500,151	3,96,242	1,316,121	1,633,883	2,949,204	2,77,212	3,434,274	6,210,485
1914	1,70,973	1,920,477	3,641,450	1,534,638	1,426,709	2,961,347	3,236,613	3,305,661	6,542,274
1915	1,77,035	1,954,151	3,658,469	1,548,821	1,409,510	2,958,331	3,122,759	3,383,411	6,506,170
1916	1,57,665	1,607,372	3,175,037	1,53,962	1,427,113	2,981,075	2,600,690	3,031,705	5,632,395
1917	1,320,455	1,600,043	3,029,398	1,291,044	1,465,303	2,756,347	2,633,409	3,135,748	5,769,157
1918	1,47,100	1,47,611	2,946,481	1,52,394	1,51,429	3,075,823	2,574,741	3,036,040	5,610,781
1919	1,546,107	1,472,763	3,018,870	1,516,308	1,414,573	2,930,881	3,062,415	2,807,153	5,869,568
1920	1,350,510	1,558,706	2,909,216	1,314,120	1,567,953	3,082,073	2,938,608	3,126,779	6,065,387
1921	1,764,796	1,337,173	3,101,969	1,551,709	1,378,700	3,130,409	3,646,300	2,635,235	6,281,535
1922	1,376,706	1,249,773	2,626,479	1,439,435	1,622,252	3,061,687	2,786,407	2,972,073	5,758,480
1923	1,428,669	1,444,511	2,873,180	1,479,650	1,638,906	3,008,556	2,903,377	3,523,503	6,426,880
1924	1,456,228	2,179,571	3,635,799	1,411,801	1,877,294	3,289,095	3,008,063	4,061,565	7,069,628

The years 1921, 1922 and 1923 were affected by strikes and floods respectively. The first strike was from 10th December 1921 to 6th January 1922, and the second strike from the 2nd February 1922 to the 24th April 1922. The floods of 1923, which occurred near Arrah station, entailed the stoppage of traffic and the restrictions remained in force from 20th August to 22nd September 1923.

\* November and December figures are approximate.

*Statement showing the number of wagons loaded with goods other than coal during the years 1912—1924*

Calendar Years	Number of wagons loaded.	1st six months	2nd six months	REMARKS
1912 .				Not available
1913	3,173	69,622(a)	185 551	(a) This figure is for the months of May and June only figures for other months not available
1914 .	445 553	239,796	20,757	
1915	451 661	245,592	20,069	
1916 .	429,987	223 261	206 706	
1917	358,652	197,514	191 103	
1918 .	318 551	144 537	174 014	
1919 .	257,492	175 506	181 896	
1920 .	370 247	16 ,133	205 114	
1921 .	391,272	192 267	199 00	
1922	310 505(b)	181,152(b)	179,323	(b) Strike during February, March and April
1923 .	367,684	193,170	174,514	
1924	419 551	213,575	205,776	

Figures of wagons supplied for upward and downward loading separately are not available

5 Distribution of empties between coal and other traffic—Subject to the conditions prevailing from day to day, endeavour is made to secure the distribution of the wagon stock available in the proportion of two-thirds for coal and one third for traffic other than coal.

6 Influence on wagon supply of (a) additions to, and (b) pooling of, wagons and (c) general improved facilities—Since the introduction of the wagon pool the chief factor which limits the supply of wagons to the coal district has not ordinarily been want of wagons but the need of increased facilities, not only in the coal districts but elsewhere to enable us to deal with the total volume of coal and merchandise traffic offering. In this connection, it must be remembered that during the war development of additional facilities was brought to a stand and that it was not until 1922 that the State was in a position to allot funds to Railways for any large programme of development. On the East Indian Railway, once funds had been assured a very large development programme in the coal fields and elsewhere was taken in hand. This programme comprised large new marshalling yards and the construction of a great deal of additional running track on busy sections. Such works involve a great deal of new earthwork and as with new earthwork time has to be given to allow for consolidation it must be realized that it is only during last year that the first portions of our development programme have begun to come into "bearing". During the next two years other portions will progressively come into use and as this takes place so will the efficiency of the wagon supply to the coal districts increase. For the last few months owing to the dull market for coal we have actually been working below our capacity as regards the supply of



wagons in the coal districts but the fact that during the first six months of last year we supplied a daily average of 2000 wagons whereas in former years the highest daily average supplied (taking a year's figures) was 1,003 wagons (in 1920) gives an indication of the extent to which the efficiency of the wagon supply in the coalfields has already improved. It may be urged that the total number of wagons supplied in the coalfields during the first six months of last year was only slightly more than the number supplied in the first six months of 1917. In this connection it must however, be remembered that in 1917 the need for coal was so imperative that both goods and passenger traffic was severely restricted to permit of the maximum movement of coal traffic.

The number of wagons loaded with coal in 1924 vide answer to question 3 constitutes a record and beats the previous record of 1920 by 3,245 wagons or an average of nearly 165 wagons per day. As stated in the footnote (1) the figures include wagons loaded on the Bengal Nagpur Railway and invoiced by the East Indian Railway but exclude wagons in the reverse direction. Were figures included of wagons loaded on the East Indian Railway and invoiced by the Bengal Nagpur Railway (which wagons since the introduction of the wagon pool the East Indian Railway has to find) the result would be better still as this number always exceeds the number of wagons in the reverse direction and the transactions in the Exchange Links in 1924 were in excess of those in 1920.

At the present time it is estimated vide answer to question 11, that, if necessary the East Indian Railway can supply an average of 2,300 wagons a day in the coalfields but as explained above this potential average may be expected to rise progressively as further portions of the development programme come into bearing.

**7 Average turn round of coal wagons.**—The average turn round of coal wagons between the coalfields and the docks is 6 days —

	Days
(1) From colliery siding to Dock Junction	3.4
(b) From Dock Junction back to Dock Junction (i.e., on Port Commissioners premises)	1.2
(c) From Dock Junction to Onal	1.5

These figures have been arrived at from a check of the actual time taken during October and November 1921 by two lots of over 1,000 wagons each chosen at random. Certain of the wagons were loaded at sidings on the Bengal Nagpur Railway and made over to the East Indian Railway via the Exchange Links for invoicing and despatch or via Asansol Junction for onwards transit to the docks and the period these wagons were on the Bengal Nagpur Railway has been excluded from calculations.

All wagons returning from the docks do not necessarily go to the coal fields, they are liable to be detached en route or diverted elsewhere.

Figures for 1912 are not available.

### (iii) *Indents and allotment to collieries*

**8 Indents and wagon allotment.**—Indents from collieries for wagons are submitted either (a) against duly authorised supplies or (b) for loading to the public in which latter case no authorisation is necessary.

In the case of duly authorised supplies the procedure is as detailed below —

When the Coal Transportation Officer sanctions a supply of wagons, he forwards in duplicate to the district office concerned, an authorisation letter in which is shown the class of supply sanctioned, the name of the supplying colliery, the number of wagons to be supplied and the name of the consignee on whose account the coal is to be despatched.

For Foreign Railway Locomotive coal the supply of wagons is authorised by the Chief Mining Engineer to the Railway Board, through his State

Railways Coal Superintendent at Dhanbad. Except that these authorisations are not issued in duplicate the procedure is the same as in the case of authorisations issued by the Coal Transportation Officer.

On receipt of the Coal Transportation Officer's authorisation letter in the district office, one copy is initialled and returned to the Coal Transportation Officer in token of acknowledgment and the other copy is filed in the district office after being posted in the supply register (or ledger). In this ledger the number of wagons authorised by the Coal Transportation Officer is placed to the credit of the colliery concerned and as supplies are made the account is debited and thus it can be seen at a glance when the supply is completed.

A colliery wishing to load coal against an authorisation submits a wagon indent to the district officer showing the number of wagons required, the consignee's name, etc. and the Coal Transportation Officer's authorisation letter number and date under which the indent is submitted. On receipt in the district office these indents are passed to the indent checker who checks them with the supply register and passes or rejects them according to whether the authorisation particulars quoted are correct or not.

The indents are then made over to posting clerks who sectionize them and prepare an allotment memorandum for each pilot section.

The allotment memoranda are submitted to the Allotment Supervisor or his senior assistant who enters in the supply columns the number of wagons to be supplied against each indent. When wagons are short of indents a proportionate allotment based on the indent of each colliery is made. The Allotment Supervisor personally totals the supply columns and finally initials the allotment memoranda which are then returned to the posting clerks.

The posting clerks prepare—

- (a) A copy of the allotment memorandum for each section.
- (b) A pilot guard's supply memorandum for each section.
- (c) A wagon challan for each indenting colliery showing the number of wagons allotted and the purpose for which they have been allotted.
- (d) A supply statement for each section.

The documents for each depot are sorted out and sent out to the depot stations daily, while the original allotment sheets are made over to the indent checker who debits the wagons allotted to the accounts of the various collieries in the ledger.

With "public" supplies the procedure is not so involved. The colliery is only required to state in the indent the number of wagons required and the direction in which they will be loaded. The number of wagons indented for is posted in the allotment memoranda and the Allotment Supervisor after making the allotment against preferential authorisations distributes the remaining wagons available against public demands. If the wagons available fall short of those indented for or permitted by Headquarters to be loaded in a particular direction *via* particular routes or to particular destinations, a proportionate allotment is made to each colliery on its demand on basis and siding accommodation spare after preferential demands have been met in full.

Samples of forms referred to above are attached as Appendices B, C, D, E, F and G.

9 **Over-indenting**—Appended below are the orders in force relating to over-indenting—

"Collieries with siding accommodation for 3 wagons or less are permitted to indent up to three times the capacity of their loading space. This includes for both Up and Down.

"Collieries with accommodation for one half rake but for less than two half rakes may ordinarily indent up to twice the capacity of their loading space. Such collieries are however permitted to indent for 3 half rakes.

two for the Upward direction and one for the Downward, provided no other indents are made

"Collieries with accommodation for more than 3 wagons, for less than 25 wagons and for 50 wagons or more are permitted to indent up to twice the extent of their loading accommodation

"Half rakes are ordinarily allotted only to collieries with accommodation for such but two or three collieries (not more) under the one managing agency or proprietor, may indent for a half rake between them, provided they possess the requisite accommodation and are served by the same pilot"

The practice of over indenting is general

#### 10 Wagon supply compared with indents —

The following statement shows the total numbers of wagons (a) indented for and (b) supplied on indent

Year	1st Half year				2nd Half year			
	Indents *		Supplies *		Indents *		Supplies *	
	Total	For Foreign Rvs Loco coal incl. ing H N & E I R's market coal (a)	Total	For Foreign Rvs Loco coal incl. ing H N & E I R's market coal (a)	Total	For Foreign Rvs Loco coal incl. ing H N & E I R's market coal (a)	Total	For Foreign Rvs Loco coal incl. ing H N & E I R's market coal (a)
1917	211,220	196,501	316,723	190,119	250,068	97,504	267,364	99,402
1918	656,947	143,077	317,018	175,076	567,317	97,000	319,535	93,484
1919	842,770	108,805	314,413	122,032	632,613	100,800	313,113	96,339
1920	1,073,901	134,477	313,139	101,457	1,521,914	94,908	337,620	91,837
1921	1,074,537	117,531	317,156	117,016	712,379	17,419	277,164	90,039
1922	830,737	174,781	223,500	201,176	889,300	219,942	309,427	99,063
1923	834,181	117,467	315,114	111,442	591,691	114,777	292,944	101,633
1924	959,610	167,771	344,516	124,713	434,012	162,190	339,116	147,333

\* Excluding G.I.I.b  
(a) Included into a

#### (iv) Capacity to handle coal traffic

11 Wagon capacity of coalfields—The total average number of wagons which can be supplied to and despatched from the coalfields daily without congestion is at present 2,300. At certain times of the year, however when

goods loading is light the railway can supply without congestion slightly over 2,500, made up as under —

Asansol district	1,000
Jherraiah district	1,300*
For Bengal Nagpur Railway	200
<b>TOTAL</b>	<b>2,500</b>

\* Including about 1 for Bokaro and Kar, all collieries

See also answer to question 6

The number of wagons required for collieries owned by railways is about 200

Girdih	100
Bokaro	50
Kargali	50
<b>TOTAL</b>	<b>200</b>

Figures for each year since 1912 are not available

12 **Maximum capacity for export and bunker coal** —The potential loading in the down direction is for the moment limited by the capacity of the section between Ondal and Khana which is 30 goods trains. Of this figure an average of 6 trains are merclandise and the capacity for coal may, therefore be stated to be 24 trains or 130 wagons

Present downward coal loading averages are as under —

	Wagons
Intermediate stations	200
Howrah	200
Docks and Running Power Stations	300
From Naihati to and via Eastern Bengal Railway stations other than above	400

The maximum amount of export and bunker coal that can be handled between the collieries and the Docks Howrah and Shalimar may therefore be taken as 600 to 700 wagons daily at present. Any increase over this figure would necessarily be at times at the expense of other downward traffic.

Measures are however now being taken to increase the capacity of the Ondal Khana section to 45 down goods trains daily and when these measures have come into effect the maximum amount of export and bunker coal that could be handled between the collieries and the Docks Howrah and Shalimar will be increased by about 800 wagons a day. A limiting factor that might then however come into play so far as Docks traffic is concerned would be the maximum train passing capacity of the Jubilee Bridge between Bandel and Naihati which is estimated at 25 down goods trains daily. To overcome this difficulty the East Indian Railway have put forward a fully worked out scheme for a new Bridge over the Hooghly at Bally and this proposal is now under the consideration of Government. If this scheme is proceeded with there will be an ample margin of capacity for many years to come.

#### (c) Working of sidings

13 **Working of sidings** —There are two methods in vogue on the East Indian Railway for supplying empty and clearing loaded wagons from colliery sidings. These are known as the 10-hours and 20-hours systems. See answer to question 18.

(i) **The 10-hours system** —A supply pilot with the necessary empties leaves the depot station for the colliery section in the early hours of the morning and is required to place the empty wagons in position at the sidings before

**7 A.M.** Collieries are allowed 10 hours free loading time from time of placing after 6 A.M. and in the afternoon a drawing pilot removes the loaded wagons and brings them into the depot. If wagons are placed after 7 A.M., collieries can claim 20 hours free loading time.

(ii) *The 20 hours system*—Under this system the one pilot does the work of supplying empties and drawing loaded wagons from sidings. These pilots leave the depot station usually between the hours of 7 A.M. and noon and collieries are allowed 20 hours free loading time. Wagons are removed the day after placement.

The 20-hours system is followed usually on sections where the traffic is light and the extra cost of a 10 hours pilot would exceed the small saving in wagon hours that would be effected by it. Where the traffic is heavy and facilities and circumstances permit the 10-hours system is worked to

(iii) *Weightment, marshalling and despatch of wagons*

**14 Weightment, marshalling, and despatch of wagons.**—The method of weighing coal wagons is to pass them over a weighbridge either automatic or steel yard. (See also answer to next question.)

The nett weight for charge is the gross weight of the wagon shown on the weighbridge indicator less the tare of the wagon.

A record of the gross weight and tare of each wagon weighed is maintained by the weighbridge staff in a register provided for the purpose.

On completion of the weightment this register is sent to the "Invoice Office" where a clerk enters the nett weights on D Notes from which the invoices are prepared.

In all yards the weighbridge lines lead direct into the marshalling yard and after passing over the weighbridge the wagons are sorted into groups on separate lines in accordance with the system of marshalling in force.

When a complete train load has been grouped in this manner the requisite number of vacuum braked wagons are picked out and placed in front of the load and the train after examination of the wagons by the Carriage Examiner is despatched.

**15 Gravity yards and automatic weighbridges —**

(a) The gravity system of marshalling is in use at—

Katrisgarh,  
Kusunda,  
Jheriah,  
Pathardih,  
Sitarampur,  
Ondal (Down Yard)

The Down yard being constructed at Asansol will also be of the gravity type.

(b) The following yards are provided with automatic weighbridges —

Katrisgarh (2),  
Kusunda (2)  
Jheriah (1)  
Pathardih (2)  
Barakar (1),  
Guridih (1),  
Sitarampur (1)  
Asansol (1),  
Ondal (1)

**16 Maintenance of weighbridges**—The Head Weigh Clerk is in charge of a weighbridge and is responsible for advising the proper authorities of any

defect. He reports by wire to the Locomotive Special Out-door Fitter any defect in the weighbridge and to the Permanent-way Inspector any defect in the permanent-way. In addition, tests are regularly made by the Out-door Fitter either monthly or quarterly according to the extent the weighbridge is used.

*(vi) Extensions and improvements to depot yards*

**17 Improvements in depot yards—Katrasgarh.**—The yard has only recently been entirely remodelled. In 1923 and the current year, 3 pre-weighment and 3 empty receiving lines have been added. A Locomotive shed has also been provided since 1920. The proximity of colliery workings prevents further enlargement of this yard.

The capacity is 350 wagons per day.

**Kutunda**—The yard at present consists of—

3 empty receiving lines of which only two, however, are in practice available for this purpose,

4 pre-weighment lines,

11 marshalling lines,

2 short lines used for transshipping wagons,

1 loop and 2 passing sidings—one passing siding and the loop are used as departure lines for Down trains. The other passing siding cannot always be used as such due to colliery sidings having been constructed off it,

2 short sick lines,

and its capacity is 450 wagons.

The additional traffic anticipated will mean the depot having to handle 650 loaded wagons per day and the remodelling of the whole yard to deal with this traffic has, therefore, been sanctioned and work is in progress.

The new yard will consist of—

7 empty receiving lines,

6 pre-weighment lines,

4 departure lines

13 marshalling lines,

2 transshipment lines,

2 longer sick lines.

It is hoped that when the yard is remodelled it will be possible to convert two of the present 20 hours pilots which work into this depot in 10-hours pilots.

The passenger station will be entirely isolated as also the main running lines which will run along the north extreme of the yard and thus not interfere with work in the yard proper.

**Herriah**—The existing accommodation is—

3 pre-weighment lines

2 empty receiving lines

7 marshalling lines each capable of holding a half load only,

2 sick lines also used for transshipping wagons

and the capacity of the depot is limited to 250 wagons.

The provision of additional accommodation has, however, been sanctioned and it is anticipated that the work will be completed by May 1925.

The new yard will consist of—

3 pre-weighment lines

2 empty receiving lines,

6 marshalling lines to hold full loads,

3 sick lines and a shunting neck.

A second 40-ton automatic weighing scale has also been provided for. The capacity of the depot, when the alterations are complete, will be 350 wagons per day.

*Pathardih*—The following facilities have been provided—

- 4 additional marshalling lines
- 2       ,       departure lines
- 2       empty receiving lines
- 1       pre-weighment line

One further pre-weighment line is in course of construction and will be opened for traffic shortly.

Since 21st November 1924 the capacity of the depot has been raised from 300 to 400 wagons.

*Dilli bad*—Owing to the facilities for receiving empties having been found inadequate 4 Up empty receiving lines are now in course of construction. Several other minor alterations which will simplify movements in the yards are also being made.

*Burala*—The remodelling of this yard was sanctioned in 1920 and completed in 1923. The depot is now capable of dealing with 100 loaded wagons per day as against 100 before it was remodelled. The facilities now provided will be ample for some time to come.

*Asansol*—The down yard is being entirely remodelled and should be able to handle twice as much traffic as is now dealt with. The new yard will be a gravity yard and will consist of receiving, grouping, marshalling, sick and other service lines and a departure yard. A small marshalling yard is also being provided to deal with traffic from the pilot sections served by Asansol. Work was commenced early last year.

*Up Dargi*—The opening of the Ondal Up yard will relieve Asansol of a great deal of work, but plans are in preparation for re-arrangement of the existing accommodation at Asansol so as to provide better facilities for the quick movement of stock under the new conditions.

*Ondal*—An Up yard on modern principles is in course of construction and will deal with all upward traffic including the distribution of empties. The yard is of the lump and gravity type and will possess receiving lines, sorting and marshalling lines, stabling sidings for empty wagons and departure lines.

The Ondal Up yard is expected to be completed and in full working order early this year.

The Ondal Down yard has only recently been remodelled.

#### (iii) The 10 hours and 20-hours systems of supply

18. The 10 hours system—See answer to query 13. The following is a list of the coal pilots on the Dhanbad district—

#### DHANBAD DISTRICT

<i>Kusunda</i>		Hours
Bansjora pilot		10
Kusunda pilot		20
Khoira pilot		20
Sijua pilot		20
<i>Katrasgarh</i>		
Angrapathra pilot		20
Jamuni pilot		20
North Line pilot		20
South Line pilot		10

## DHANBAD DISTRICT—contd

	Pathardih	Hours
West Line pilot		10
Lodna pilot		10
Jeenagora pilot		20
Goluckdih pilot		20
	Jherriah	
Gopalchuck pilot		10
Bhuggutdih pilot		10
Suratar pilot		10
	Gomoh	
Bokaro pilot		20
Kargali pilot		20

As explained in the answer to query 13 if collieries are to be allowed 10 hours of day light as free loading time the empties must be placed in position in siding before 7 A.M. To enable this to be done on all pilot sections, it is essential that the full complement of empties averaging 1300 is at all depots by 23 hours on the day previous to allow of examination of stock the sorting out of wagons pronounced damaged, and the forming of loads according to the types of wagons required on each pilot section.

From past experience it has been found that with normal conditions the maximum number of wagons that can be worked into depots after the departure of supply pilots and before 23 o'clock is 700. These are all utilised by the present 10-hours pilots. Empties arriving later than 23 o'clock would be idle for a whole day if the 10 hours system were universally adopted and in practice it would amount to maintaining a pocket of approximately half a day's supplies at each depot. The detention to such wagons would negate the saving in wagon hours the principal advantage of the 10-hours system. At present the 20-hours pilots utilise these wagons and the turnaround i.e. the interval between the time of their arrival at the depot and the return loaded under the 20 hours system, is less than if the 10 hours system were adopted.

Further the conversion of all pilots to the 10 hours system would mean all having to go out from depots in quick succession between 23 hours and 3 hours approximately and they would all return together and detentions occur to some while the others were being admitted. It would be impossible moreover for depots to handle all the loaded wagons together without congesting the yards.

Seven pilots originate from Dhanbad and to convert all these into 10 hours pilots would mean 7 supply pilots having to leave Dhanbad in quick succession between midnight and 3 A.M. and the engines of the same number of drawing pilots to return to Dhanbad at about this time.

*Kusunda Depot*—The capacity of this depot is 450 wagons and if all pilots were worked on the 10 hours system it would mean 9 loads having to be received on 4 pre-weighment lines between 20 o'clock the time the first drawing pilot usually finishes work and 2 o'clock when the section must be clear for the supply pilots to go out. This is not possible as the examination and weighing of each load take 2½ hours.

Empties moreover are not usually available before 23 hours for more than one pilot and at present even the 20-hours pilots viz. Kusunda Khouria and Sijua are often delayed waiting for empties. For these reasons it is impossible to work these pilots on the 10 hours system.

*Katrasgarh Depot*—There are three 20-hours pilots originating from this depot. These are the Angarpathra North Line and Jamuni pilots. As at Kusunda empties sufficient for only one pilot (South Line) are available at



Katragarh before 23 hours. Further, the Angarpathra pilot works over the main branch line and the morning and evening passenger service prevents this section from being worked on the 10 hours system. It was once given a trial and failed. Similarly the North Line and Jamuni pilots also cannot be worked as 10 hours pilots owing to the main branch line being required in the early hours of the morning for the passage of the Bokaro pilot (2 loads each way) and Kargali pilot (1 load each way).

*Patlardihi*—The capacity of this depot is 400. Two pilots, the Jhennagurrah and the Golucklihi pilots, are worked on the 20-hours system as sufficient empties are not available in time for them to be put on the 10-hours system. Also as in the case of Kusumia the pre-weighment lines would not be able to accommodate 8 loads in the time available before the supply pilots have to leave.

It will be seen from the above that the principal difficulties in the way of the 10-hours system being adopted in all pilot sections on the Dhanbad District are—

- (1) the regularity in placement of wagons essential if collieries are required to load in 10 hours and the consequent limiting and fixing of the time within which work has to be done
- (2) the impossibility of making up all loads of empties in a limited space of time and of receiving and weighing in limited time loaded pilots arriving in quick succession
- (3) sufficient empties not being able to work into depots in time for placement before 7 A.M.
- (4) facilities

The provision of the facilities sanctioned and under consideration will allow of more pilots being put on the 10 hours system but to convert all to the 10 hours system will not be possible for some time yet.

The principal difficulty is the essential condition of 10 hours *day light* for loading which definitely fixes and limits the time in which the forming of loads, supplying, drawing, examining and weighing of wagons has to be done. Alternate periods of high pressure and practical stoppage of work at depots would result if the 10 hours system were adopted throughout instead of the work being distributed as evenly as possible over the 24 hours.

#### ASANSOL DISTRICT

##### *Odal*

	Hours
Chara pilot	20
Barabani pilot	10
Jamuria pilot	10
Toposi pilot	10
Ukhara pilot	10
Gourangdih pilot	20
Kasta pilot	20

##### *Asansol*

Up Raneegunge pilot	10
Down Asansol pilot	10
Narsamudi pilot	20
Sodepore pilot	20

##### *Sitarampur*

Domohani pilot	10
Borrea pilot	10
Salimpur pilot	20

ASANSOL DISTRICT—*contd*

<i>Giridih</i>		Hours
Serampore A pilot		21
Serampore B pilot		20
Miscellaneous pilot		20
Kurhurbaree pilot		20

<i>Barakar</i>		
Chanch pilot		20
Mugma pilot		20

*Ondal Depot*—*Chara pilot* The conversion of this pilot into a 10 hours pilot is under consideration

*Gourangdi pilot* This is the *Gourangdi Mixed Passenger pilot* Coal traffic averages 6 wagons a day

*Kasta pilot* Due to the long lead from *Ondal*, to work this pilot on the 10-hours system would be expensive and its return journey would, moreover be interfered with by the *Ukhara pilot*. The traffic is also very small the daily average, when loading is full on indent, being 20 and the usual figure 16 wagons

*Asansol Depot*—*Narsimuda pilot* This pilot does practically no coal work but has to handle an average of about 50 to 60 wagons a day for the *Hirapur Iron Works*. The wagons placed are all loaded, and 48 hours free time is allowed for unloading and re loading. The coal traffic dealt with averages 4 wagons a day

*Sodepur pilot* This pilot works the *Sodepur branch* and the *Dhadka and Old Station sidings*. It works through *Asansol yard*, and does its own weighments. The traffic from the *Sodepur branch* when loading is full on indent is 32 wagons but usually only 16 wagons a day

*Sitarampur Depot*—*Salanpur pilot* The loading on the *Salanpur branch* is 26 wagons when indents are met in full but averages 20 wagons daily. This pilot has to work off the main line at *Dendwa* and also works *Dimaguria sidings*. The long lead and small loads would render the 10 hours system comparatively expensive especially as the hours on duty are affected by main line traffic

*Giridih*—With the exception of the *Kurhurbaree pilot* none of these can be worked on the 10 hours system due to the fact that working would be interfered with by the movements on the *Colliery metrie gauge lines* and that *Giridih yard* would not be able to receive the pilots together as would have to be done. At present wagons come in throughout the 24 hours and are got away with an average detention of 3 hours

*Nuralar Depot*—*Chanch pilot* The loading of the *Chanch pilot* varies considerably. When it is low one engine is utilized, and two when traffic is heavier. To put this pilot on the 10-hours system would mean always utilizing 2 engines

*Mugma pilot* This pilot has to proceed to *Fatki* to cross over and work. To put this pilot on the 10-hours system would mean occupying the main lines 4 times a day against twice at present and this would interfere with traffic over the main line as in the case of the *Salanpur Pilot*

Briefly the reasons for the number of 20-hours pilots on the *Asansol district* are—

- (1) the small traffic and consequent small saving in wagon hours which the 10-hours system would effect as against its greater cost and
- (2) the fact that 10-hours pilots would occupy main lines oftener and thus interfere with through traffic

(12) *Overloading and load lines*

19 **Overloading at collieries.**—(A) The main causes of overloading are —

1 The failure by collieries to determine the specific gravity of their coal, and make the simple calculations necessary. The load line in wagons, having been marked at 42 cubic feet per ton, cannot possibly suit coal of all sizes and specific gravities.

2 Lack at many Collieries of expert staff to supervise the loading of wagons

3 Disregard of Tariff Notifications and Notices issued by the Railway as to gross loads when traffic is loaded for particular destinations and where, it is necessary to observe restrictions put on to meet both track and axle load limitations

(B) The scale on which penalties are levied is —

(1) When the number of wagons overloaded does not exceed 5 per cent of the total despatched in one month	No penalty
(2) When overloading exceeds 5 per cent but not 7 per cent	Rs 1 per wagon overloaded beyond 5 per cent
(3) When overloading exceeds 7 per cent but not 10 per cent	Rs 8-1 per wagon overloaded beyond 5 per cent
(4) When overloading exceeds 10 per cent	Rs 10 per wagon overloaded beyond 5 per cent

Period *	No of wagons on which penalty realised	Total amount of penalty		
		Rs	A	P
October 1921 to September 1922	21,244	42,499	0	0
October 1922 to September 1923	20,849	1,80	325	13 9
October 1923 to September 1924	24,190	1,47,460	8	0

\* It will be observed that these figures are not for calendar years but for periods of twelve months each. This is a very up-to-date information as figures for the calendar year 1924 will not be available for some little time yet.

## 20 **Percentage of overloading wagons.**—

Period	Total No of wagons despatched	Total No of overloaded wagons on which penalty was levied		Percentage
October 1921 to September 1922	519,005	21,244		4.1
October 1922 to September 1923	618,977	20,849		3.3
October 1923 to September 1924	708,872	24,190		3.4

21 **Load** — — — — — **Load lines** — — — — — **Load lines** have no load lines marked in these railways have been recognised as of very little value, and we have, therefore, not been so insistent on the necessity for them.

A load line calculated at 42 cubic feet per ton with no allowance for either (1) air spaces which vary according to the sizes of the coal and whether or not it has been compactly loaded or (2) the different and varying specific gravities of steam, slack, dust and coke, all of which give different results, is not

an accurate guide of the height to which coal may be loaded and to rely wholly on the load line must mean under or over loading

22 *Desirability of collieries marking special load lines*—It would be preferable if each colliery, in view of its special knowledge of the specific gravity of the coal it is raising marked its own load line in chalk on the wagon before it commenced loading. The 1st Indian Railway has advocated this before, but the simple measurements and calculations involved seem to be beyond the class of man generally employed by collieries to supervise the loading of wagons

The following suggestion was made a few years ago, but was turned down by the trade

"It is recognised that owing to the variations which exist in the specific gravity of the different classes of coal loaded by different collieries, a load line worked out like the present one on a fixed specific gravity of 42 cubic feet to the ton cannot be a reliable guide in regard to the height to which every class of coal without exception can be loaded in the different wagons in use in the coalfields. It has therefore, been suggested that all wagons should be marked with a "Mineral Loading Index Figure" which should be used for the purpose of working out the height to which coal and other minerals may be loaded according to their varying specific gravities in each type of wagon

"This index figure is the floor area of each wagon worked out in square feet and divided into 12 with the result given to five places of decimals

"In order to arrive at the height to which each class of coal may be loaded in each type of wagon it will be necessary to multiply the index figure by the specific gravity of the coal to be loaded and by the quantity of coal which may be loaded in each particular type of wagon as follows —

Index figure	Specific gravity of coal	Quantity of coal which may be loaded
05607	42 C ft	19 tons

"This gives 44 7/8 inches or 3 feet 8 1/2 inches the height to which the coal may be loaded

"The Colliery Manager or his loading Representative will be responsible for —

- knowing the specific gravity of each class of coal which he loads up at each of his collieries
- measuring the height to which each wagon may be loaded after making the necessary calculations as detailed above and marking the height on the inside of the wagon in chalk

"The Railway Companies will be prepared to assist colliery managers further by issuing a printed pamphlet which will give them all calculations. In this pamphlet there will be a separate page for every specific gravity that can possibly be applicable to steam coal rubble coal slack coal soft coke or hard coke. On each such page will be found against the different index figures the heights to which the required amount of coal should be loaded"

#### (x) Demurrage

23 *Demurrage*—Demurrage at the rate of 8 pies per ton of carrying capacity per hour is charged on wagons that are not ready for removal after expiration of the free loading time allowed

In the case of wagons placed in position not later than 7 A.M., the free time is 10-hours from the time of placement after 6 A.M. In the case of wagons placed in position later than 7 A.M. the free time is extended to 20 hour

When after expiration of the free time, the wagons are not ready for removal demurrage is charged from the time of departure of the pilot by which they should have been cleared, up to the time of arrival of the pilot on the day on which the wagons are actually available for removal

#### 24 Extent of demurrage charged —

Calendar year	Total No of wagons in which demurrage was realised.	Total amount collected	Percentage of the number of wagons on which demurrage was realised on total despatched
		Rs. & P.	
1923	3481	12,185 14 0	53

Figure for previous years are not available

#### (xi) Check on delays in transit

45 Prevention of delays to wagons.—(a) Reference is invited to the answer to query 8. The various documents mentioned in the concluding paragraphs of that reply (vide Appendices D, E, F and G) are sent to the yard master of the depot station who makes over the section supply memorandum and wagon challans to the sectional pilot guards. The pilot guard supplies wagons according to the supply memorandum and enters on it the individual numbers of the wagons supplied at the various sidings. He also enters on the wagon challan the individual numbers of the wagons placed in the siding and posts the challan in the box provided by the colliery for this purpose. The colliery manager is required to check the entries on this challan with the wagons actually supplied and after noting the purposes for which the wagons have been supplied, to sign and return the challan to the district office.

On his return from the section the pilot guard makes over the supply memorandum to the yard master who forwards it to the district office.

The wagons are labelled by the colliery staff and a declaration (or forwarding) note is prepared. On arrival at the siding of the pilot which is to clear the loaded wagons, the declaration note is made over to the pilot guard who, after checking the entries thereon with the wagon labels, grants a receipt for the declaration note. He then enters the numbers of the wagons on a clearance memorandum and draws the wagons from the siding. On his return to the depot station after clearing the section, the guard makes over the declaration notes to the head weigh clerk. The clearance memorandum is handed in to the yard master who forwards it to the District Superintendent.

The head weigh clerk has meanwhile received from the district office a copy of the supply statement, showing how many wagons have been allotted to each colliery and their purpose and on receipt of the declaration notes he compares the details of the loaded wagons with the entries in the supply statement. If they agree he enters on his supply statement the individual numbers of the wagons loaded for each consignee and then returns the supply statement to the district office. If however, any discrepancy comes to notice, the wagons are held up and the district office communicated with. The head

weigh clerk is also required to compile a declaration statement, which is a summary of the entries in the declaration notes, and forward a copy to the district office

In the district office the following are the principal checks carried out by the assistant allotment supervisors employed for this purpose —

- (a) The allotment memorandum is checked with the supply register to see that the wagons have been allotted in their proper class, and also that the number of wagons allotted to each colliery has been correctly debited
- (b) The supply statement before being sent to the head weigh clerk, is checked with the allotment memorandum
- (c) On being received back from the head weigh clerk the supply statement is again checked and if, for any reason, there has been a short supply the debit entry against the colliery concerned is rectified in the ledger
- (d) The supply statement is further checked with the declaration note statement submitted by the head weigh clerk
- (e) The allotment memorandum is checked with the original indents on the following day
- (f) The supply and clearance memoranda of two or three selected pilots are checked daily with the declaration note statement by the assistant allotment supervisors. Apart from this surprise check by the assistant allotment supervisors these three documents are checked daily against each other by clerks before posting in the "Indent and Supply" registers

This ensures that wagons are allotted and supplied correctly and booked by collieries to the consignees for whom they were allotted

(b) In order that unnecessary delays may not occur to wagons in colliery sections, registers, called pilot guards registers are maintained at all depot stations for each pilot section

In these registers, pilot guards of supply pilots are required to enter the following details daily on their return from the section —

- (1) Name of siding at which wagons have been placed
- (2) Time of supply
- (3) Whether loaded or empty
- (4) Individual numbers of wagons supplied
- (5) Individual numbers of damaged wagons stabled in section
- (6) Individual numbers of loaded wagons stabled in section
- (7) Individual number of empty wagons stabled in section
- (8) Date stabled

Pilot guards of clearance pilots are also required to enter in columns 5, 6 and 7 of the pilot guards register details of all wagons found stabled and also details of any further wagons which may be stabled by them. The yard master scrutinizes the register daily and is able to see what wagons are in the section. It is his duty to see that wagons are not stabled unnecessarily and that they are cleared as soon as possible

The district inspector, on his visits, is also required to examine the register to see that it is being properly maintained and report any instances of unnecessary detentions which may come to his notice

(c) The stock on hand in the yard is noted every morning at 6 hours and checked by the yard master and any old date stock specially worked away

Wagons are marshalled under the direct supervision of assistant yard masters the yard masters exercising a daily check. The destinations of all loaded wagons received from colliery sections are recorded and the assistant yard masters give orders as to formation and despatch of trains

To facilitate marshalling distinct labels are provided for coal wagons booked in the Up and Down directions generally and special labels for Howrah, Running Power Stations Docks and at Delhi Southern Punjab Railway.

The District Superintendent and his Assistants and inspectors, when visiting yards examine labels on wagons to see how long the wagons have been on hand and yard masters are called upon to explain unusual detentions if any. A daily statement is also prepared by all stations showing the average time wagons remain in their yards and this is checked in the District Office and communicated daily to headquarters.

The stock of the whole district is further shown in a register which the District Superintendent personally checks every morning. This register not only shows the stock on hand for every destination but also the number of trains worked out during the previous 24 hours. If the District Superintendent notices short deliveries or excess stock at any depot he immediately telephones to the yard master concerned.

In the Coal Manager's office a weekly statement is received from the General Yard Superintendent Kidderpore Docks of all wagons loaded with coal arriving at the Docks and showing time taken in transit. Delays are looked into and where they are found to have been unnecessary steps are taken against those responsible.

(d) No particular check is kept on individual empty wagons returning from the docks to the coalfields, but information is received daily from Dock Junction to show how clearance of empties is being effected. All empty wagons from the Docks do not necessarily go to the Coalfields.

The various forms mentioned above are Appendices D E F G H I J K and L.

#### (xii) Co operation of collieries

26 Co-operation of collieries with the Railway.—(a) Very little assistance is received from collieries in regard to the fixing of door cotters which should be done *before* loading and not after. The importance of properly securing doors is constantly brought to the attention of Colliery Managers both by the issue of printed circulars and individual letters but without result. A copy of the Coal Manager's last Circular on the subject is at Appendix M.

(b) Practically no assistance is received in respect of loading covered wagons up country as far as possible and loading is haphazard coal for all directions and points being loaded in all types of wagons at random.

(c) As to loading wagons to the same destination in groups as far as possible the same remarks apply, sometimes it almost seems that collieries go out of their way not to load wagons for the same destination together.

#### (xiii) Wagon Supply

27 Proportion of open and covered wagons supplied.—The proportion of open and covered wagons supplied in the coal fields daily is as 2/3.

28 Supply of open wagons to particular collieries.—(a) Although the work of sorting out and supplying open wagons to all collieries loading for the Docks will involve much time and expense, there are no insuperable difficulties in the way of this being done.

For the reason given below however the adoption of the suggestion would at times lead to uneconomical working.

To despatch the outward goods traffic offering at the Docks the Port Commissioners require a certain number of covered wagons daily and though generally the requirements can be met from the wagons received loaded at the Docks the demand at certain times of the year, for covered wagons for outward traffic is considerable and if we were to confine the loading of coal entirely to open wagons, there would at such times, almost certainly not be a sufficient number of covered wagons available at the Docks to enable the demands of the outward traffic to be met.

Additional covered empty wagons would then have to be obtained from elsewhere and considerable empty haulage would be thus incurred

(b) There are very definite orders in force at present that only open wagons are to be supplied to collieries using mechanical loading apparatus and this matter is watched very closely

(c) The number of coal consumers using mechanical unloading apparatus is, with the exception of the Calcutta Electric Supply Corporation Ltd (See also answer to Question 46) Kulti Hirapur and Tatanagar have elevated tracks on which the use of hopper wagons is suitable. There is also an elevated track at Bhadreswar Ghat. Much would depend on the number and situation of these plants and elevated tracks but as the question is not likely to assume the aspects of a difficult problem for some years yet there will not be much difficulty in supplying open wagons to collieries loading to such points

It must, of course, always be remembered that a colliery is at liberty, provided the points to which the wagons are sent are on the railway line, to supply wagons to it. As has been the case with the colliery

studying only its own convenience

29 Double wagon supply to collieries with mechanical loading—A list of the collieries which have installed mechanical loading apparatus is at Appendix N

It will be seen that in most instances the siding accommodation provided is in excess of the capacity of the plants and it would therefore be a simple matter to place at a single operation the entire number of empty wagons necessary to ensure full and continuous use of the plant. In this respect double supply in the sense of supplying twice a day does not therefore appear to be essential. The problem, however, hinges on the capacity of the plants and the necessity for prompt clearances and one of the following methods is open—

(a) to supply in one lot the full number of wagons required allow 24 hours for loading and clear the wagons the next day

(b) to supply the full number in the morning clear as many as are loaded after 10 hours and the remainder when making further supplies next morning

(c) to supply in the morning a portion of the number of wagons required clear them after 10 hours at the same time supplying the remainder and clearing these next morning when making further supplies

(c) This could be adopted on sections where the 20 hours system is worked. No additional piloting would be involved

(b) This would suit the 10 hours pilots. The advantage of this is that no supplying work would be thrown on clearance pilots though supply pilots would have to clear the wagons left over from the previous day and loaded at night

(c) This would also suit the 10 hours pilots and appears the simpler course

It must of course not be overlooked that these suggestions are dependent on the indents of a colliery fitted with mechanical loading plant being always met in full and this would mean that such collieries would be receiving a preferential allotment at periods when all indents were not being met in full

With regard to the principle involved—to give collieries using mechanical loading appliances a double supply of wagons daily irrespective of the purposes for which the wagons are required, would when the railway is unable to meet all indents in full or is obliged to curtail loading to fit in with the capacity of the depôts amount to preferential treatment. Such collieries would be placed at a considerable advantage over others and this would almost certainly cause an outcry from the trade



The case may be summed up that from a Railway point of view, there does not appear to be much difficulty in keeping collieries fitted with mechanical loading plant adequately supplied with wagons but as this might prejudice the supply to other collieries, the matter is one on which the representative bodies should pass an opinion.

**30 Possibility of stabling wagons in colliery sidings**—Owing to fluctuations, both numerical and in regard to points and directions in the indents of collieries served by sidings on different pilot sections the allotment of wagons for each pilot section is entirely uncertain. This uncertainty is increased by fluctuations in the wagon stock available and by the numerous restrictions imposed from day to day and until the yard master receives the supply sheets for the various pilot sections served by his depot he is ignorant of the number and types of wagons to be supplied on the various sections. Empty wagons flow into the depots at all times of the day and if these wagons are stabled *ad libitum* at colliery sidings as received more empties than are actually required may be stabled in one pilot sections and less in another. Again, collieries requiring certain types of wagons might not get them, they having been placed elsewhere. Large numbers of wagons would either remain idle for the day or extra work and expense be entailed in transferring them to the points where they could be utilised. Further, wagons which could not be used might have been placed in the siding of a particular colliery which requires the space for loading and these wagons would have to be drawn out and placed on a vacant siding. There might not be any large enough near by and the supplying pilot would either have to break up and shunt them to sidings which could hold them or else bring them back into the depot.

Moreover, while empties are being received at depots pilots are working in sections and it would not always be possible to place these empties in sections as they are received. They would have to wait until the section was clear.

Twenty hours pilots usually leave depots between 7 A.M. and noon and are engaged in the section for approximately 12 hours so that empties arriving during this time would have to remain at the depot unless block huts were constructed at various points on the sections. This would mean pilots being longer hours on duty and irregularity in the time of placing of wagons at sidings.

Where the 10 hours system has been adopted supply pilots leave depots in the early hours of the morning and are usually 5 hours on duty. The drawing pilots leave depots at about 5 P.M. so that the time the sections are clear of pilots is about 10 to 12 hours. This is the maximum, but in practice owing to the variations in the length of time pilots are on duty, it is frequently less.

During the period from 7 A.M. to 5 P.M. however, sidings are occupied with wagons being loaded and it may happen that only limited stabling space is available at separate points or at the end of the section while during the period from 10 P.M. to 2 A.M. when the section is actually clear, no trains may arrive. Heavy additional pilotage would in any case be incurred.

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e out loads  
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supply pilots next morning. There is usually one such siding on each pilot section where the 10-hours system is worked to. The extent to which stabling of empties in sidings is possible is, therefore, limited to 60 on each pilot section. The figure of 60 is only a portion of the total number of wagons required on the section. No additional pilotage is incurred.

The capacity of the various depots has not been fixed only on the number of empties which can be received but also on the marshalling, despatching and transit facilities in and on both sides of the coalfields and unless these facilities are increased an increase in the number of wagons loaded on any one day assuming the proposal would effect this, would only result in congestion.



share in the loading of a rake or half rake. The difficulty of indenting in concert does not arise nor that of arranging an adequate labour supply simultaneously, as would be the case with collieries under different managements or proprietors with different interests to serve.

It is true that the work detailed in the preceding paragraphs has to some extent to be done now when half rakes are allotted jointly as above but it is limited to manageable proportions by the conditions imposed. There can be practically no variation in the combinations permitted. The number of collieries answering the conditions is small and not more than one joint half rake is usually supplied on any day on a pilot section.

The allotment and pilot staff are soon able to memorise the names of the collieries which may combine and once one joint half rake has been dealt with the work in connection with others is merely a repetition of that done before and is, therefore, easily performed.

If, however, any and every combination is permitted, the work of checking indents will be considerably magnified and it would be impossible to get through with allotments in the time available. The number of collieries on each pilot section varies between 60 and 100 and the number of combinations that would be possible is almost beyond computation.

**32 Objection to issuing several railway receipts for rakes and half rakes —** The suggestion that more than one railway receipt should be issued in the case of rakes and half rakes loaded to one consignee at one destination so as to enable the consignee to hand over a separate railway receipt to each of his customers in return for payment for the coal is not one which the Railway would refuse to entertain.

The consent of the Railway to the adoption of the half rake system was given on the understanding that work on pilot sections and at depot stations would be considerably reduced.

invoicing is part of the work performed at depot stations and the issue of only one declaration note and invoice for each half rake was implied, as the only possible means by which work at weighbridge could be reduced.

The strict application of this understanding has not, however, been insisted upon and declaration notes are accepted and invoices issued for as many consignees and destinations as are mentioned in the authorisation letters of the Coal Transportation Officer.

To permit the tendering of 25 declaration notes and to agree to the issue of the same number of invoices for the one half rake, will completely nullify one of the advantages of the half rake system.

The Railway, however, is prepared to waive this objection if the issue of separate invoices is considered to be in the interest of the trade.

#### (iii) Prepayment of freight

**33 Objections to return to "freight to pay" system —** The circumstances which led up to the introduction of the system of compulsory prepayment of freight on coal from 1st December 1917 are summarised below —

Owing to the low intrinsic value of coal it often happened, especially when traffic

the value of  
and it to be  
occurred when

in price. There were such violent fluctuations in the price of coal that it sometimes happened that coal could be obtained locally for a smaller sum than would have to be paid as freight alone. Railways had invariably to sell rejected coal by public auction in an already depressed market and with the 'buying ring' against the Railway the figure obtained for the coal was always considerably lower than the amount due as freight. It was suspected that quite apart from market conditions certain merchants declined to accept and pay freight on a consignment knowing quite well that the coal would

have to go to auction and then they would arrange matters to their entire satisfaction and profit

Certain railways experienced heavy losses in this respect and during the years 1911—1916, when the situation became serious, it was arranged at the request of the railways concerned that freight on coal booked to certain stations where rejections were of frequent occurrence, should be prepaid. The number of these stations was —

	Stations
N W Railway	35
O and R Railway	2
R and K Railway	All
E B Railway	8
J B Railway	5
C P C Railway	All
E I Railway	"

Rejections occurred at other points too but not quite to the extent to necessitate prepayment of freight being insisted upon

With effect from 1st December 1917, on the recommendation of the Committee to Regulate Coal Supplies the prepayment of freight on all coal was made compulsory and this is still in force

The objections to the reversion to the previous system may be summed up as follows —

I The circumstances which necessitated prepayment of freight being made compulsory are still to be found as the appended extract from the proceedings of a recent meeting of the Indian Mining Association shows —

*Rejection of coal at destination* — In a letter dated 23rd August 1921 a member stated that their experience of late had shown that, in a falling market and principally among Indian buyers, coal was being frequently rejected at destination on the plea that it contained too much slack or that the loading was bad. There appeared to be some doubt as to the interpretation which the Board of Arbitration would place upon the liability of the sellers under the contract and the member contended that the responsibility of the sellers ceases when the coal has left the colliery it always being open to buyers to inspect wagons before despatch. The member added that it would assist them considerably if the Association would enforce this view in order that they might know what attitude to adopt when such complaints arose."

II The trade itself is chary of allowing credit to consumers up country, as is evidenced from the large number of applications continually received from such firms to be allowed to pay freight on bills. In these applications definite mention is made of the fact that collieries require orders to be accompanied by an amount sufficient to cover freight

III The prepayment system is intended as a safeguard against consignees defaulting for freight. There is no other method, by which the Railway can protect itself and it is open to collieries (it is in fact done) to impose the same conditions on consumers, who are the principal delinquents

IV There is no real hardship imposed by the condition of prepayment of freight as it is ameliorated to a great extent by the fact that collieries and firms desiring to do so are allowed to pay freight by cheques on presentation of bills when more than two weeks credit is allowed

#### (2r) Sidings

34 Applications for sidings.—Applications for sidings are usually addressed to the Agent and are forwarded through the General Traffic Manager and the Coal Manager to the District Superintendent for report on the property for

which a siding has been asked. Detailed information in regard to this property has to be submitted by the District Superintendent to the Coal Manager on a special form, a specimen of which is at Appendix O

The main considerations which influence recommendations are —

- (i) What extent of siding accommodation is required to despatch the daily raisings of the colliery?
- (ii) Can the colliery be suitably served both from the point of view of the railway and the proprietors by an existing siding located near by?
- (iii) If not does the extent of accommodation necessary justify the construction of a separate siding for the colliery?
- (iv) Would it be more advisable in view of the fact that there may be adjacent collieries also requiring accommodation (and more about to open out) to construct a railway siding to accommodate all?
- (v) If this latter consideration does not outweigh that of finance, which the railway has to provide for the construction of railway sidings it is usually considered advisable to construct a joint assisted siding for all the applicants requiring accommodation
- (vi) When, however there are no properties near by requiring siding space and financial stringency precludes the construction of sidings either as railway or assisted sidings private sidings are put in and the applicant has to pay the entire cost

The pros and cons of each application are considered on these lines and recommendations are then made to the Agent. Should the construction of a siding be recommended and the Agent accept the General Traffic Manager's views and should the Railway's Colliery Superintendent certify that there is no objection from the point of view of underground support the applicant is required to pay a survey fee and the Chief Engineer is then asked to prepare a plan and estimate. If these are accepted by the applicant the amount payable by him has next to be deposited and the necessary agreement signed. The work is then put in hand.

35 **Number of colliery sidings**—The number and mileage of each class of colliery sidings on the East Indian Railway are —

	No	Mileage
Assisted sidings	446	137 64
Railway sidings	79	31 72
Private sidings	25	16 45
	<hr/>	<hr/>
TOTAL	550	185 81
	<hr/>	<hr/>

36 **Different classes of sidings**—*Assisted Sidings*—Generally speaking

owners and the Railway

*Railway Sidings*—These are sometimes provided when loading accommodation has to be found for a large number of small collieries close together and when it is advisable that the railway should keep entirely in its own hands the right of varying from time to time the extent of the loading accommodation

which in its opinion is necessary to meet the needs of the various concerns. Such sidings are constructed on land which has been acquired by the Railway at its own cost, and it recovers from the concerns to whom loading space is allotted at the siding a charge of Rs 3-8-0 a month per wagon length allotted.

*Private Sidings*.—The majority of these consists of sidings put in before the policy of assisted sidings came into force. Occasionally, however, either owing to the difficulty of providing funds from the budget or because it is doubtful if the expenditure involved is likely to be remunerative to the Railway, collieries requiring sidings are told that they can only be given them if they are put in as private sidings. A siding (including the cost of the permanent track) except that the connections to the line are put in on assisted siding terms and the land remains the property of the colliery, is as a rule, carried out by the Railway at the cost of the owner of the siding, to ensure that it is kept up to the standard necessary for the safe movement of traffic. If in its other respects it is not of a standard which would be a minimum dimension for the Railway, it has no right to be called a private siding and remains so.

#### (xvi) Preferential wagon supply for export and bunker coal

**37 Preferential wagon supply for export and bunker coal.**—From the point of view of this Railway, there seems no reason to oppose the suggestion, provided that the extent to which preferential treatment is given is not such as to sacrifice unduly the interests of consumers in this country. Whether the suggestion could be adopted without entailing serious consequences to consumers in India appears to be doubtful and the matter is one that should be referred to representative bodies such as Chambers of Commerce.

**38 Possibility of preference being conditional on not over-indenting.**—This would not, it is thought, be necessary as if preferential treatment was allowed to coal despatches to the Kidderpore Docks, the authorisation issued by the Coal Transportation Officer would state the number of wagons to be supplied.

**39 Possibility of preferential supply being cumulative.**—The adjustment subsequently of supplies received under preferential orders has been tried before and proved a failure for the reason that only particular collieries are able to obtain such orders and are repeat offenders. The excess of their dues on basis and it is, therefore, an eventual total stoppage of supplies of considerable periods. The alternative would be to ration coal at times when coal supplies are below public requirements.

#### (xvii) Coal Transportation Officer

**40 Value of Coal Transportation Officer to the Railway.**—The railway administration can effectively and, in fact, do in actual practice all that is necessary in regard to the distribution of wagons but the work of the Coal Transportation Officer in its present form goes further than the distribution of wagons. It provides for preferential treatment under certain conditions—in other words it takes the form of rationing coal at times when coal supplies are below public requirements.

This preferential treatment or rationing is the crux of the whole question.

The public, whether as consumers or despatchers of coal, are invariably suspicious of railway administrations and their officials when any question of

which a siding has been asked. Detailed information in regard to this property has to be submitted by the District Superintendent to the Coal Manager on a special form, a specimen of which is at Appendix O

The main considerations which influence recommendations are —

- (i) What extent of siding accommodation is required to despatch the daily raisings of the colliery?
- (ii) Can the colliery be suitably served both from the point of view of the railway and the proprietors by an existing siding located near by?
- (iii) If not, does the extent of accommodation necessary justify the construction of a separate siding for the colliery?
- (iv) Would it be more advisable in view of the fact that there may be adjacent collieries also requiring accommodation (and more about to open out) to construct a railway siding to accommodate all?
- (v) If this latter consideration does not outweigh that of finance, which the railway has to provide for the construction of railway sidings, it is usually considered advisable to construct a joint assisted siding for all the applicants requiring accommodation
- (vi) When, however, there are no properties near by requiring siding space and financial stringency precludes the construction of sidings either as railway or assisted sidings, private sidings are put in and the applicant has to pay the entire cost

The pros and cons of each application are considered on these lines and recommendations are then made to the Agent. Should the construction of a siding be recommended and the Agent accept the General Traffic Manager's views and should the Railway's Colliery Superintendent certify that there is no objection from the point of view of underground support, the applicant is required to pay a survey fee and the Chief Engineer is then asked to prepare a plan and estimate. If these are accepted by the applicant, the amount payable by him has next to be deposited and the necessary agreement signed. The work is then put in hand.

**35 Number of colliery sidings.**—The number and mileage of each class of colliery sidings on the East Indian Railway are —

	No	Mileage
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Railway sidings	79	31 72
Private sidings	25	16 45
	—	—
<b>TOTAL</b>	<b>550</b>	<b>185 81</b>
	—	—

**36 Different classes of sidings.**—*Assisted Sidings*—Generally speaking, the existing policy is to provide an assisted siding if the output of the colliery is likely to reach an amount sufficient to furnish such additional traffic receipts as will pay interest on the Capital expenditure falling on the Railway. As a rule the output required is not large and this system has in the past undoubtedly done much to encourage and develop traffic to the benefit of both colliery owners and the Railway.

which in its opinion is necessary to meet the needs of the various concerns. Such sidings are constructed on land which has been acquired by the Railway at its own cost, and it recovers from the concerns to whom loading space is allotted at the siding a charge of Rs 3-8 0 a month per wagon length allotted.

*Private Sidings*—The majority of these consists of sidings put in before the 1st April 1911 at the expense of the concerns. Occasionally, however, either from the budget or because it is likely to be remunerative to the Railway, sidings are given to concerns. That they can only be given them

The maintenance of private sidings is, as a rule, carried out by the Railway at the cost of the owner of the siding, to ensure that it is kept up to the standard necessary for the safe movement of rolling stock and the Railway reserves the right to stop supplies if in its opinion the underground 'support' is unsatisfactory, or if in any other respects (lack of drainage, fixed structure within the minimum dimensions, etc.) the siding is unsafe for traffic. Beyond this, however, the Railway has no rights of interference and loading accommodation on a private siding remains solely the concern of the owning colliery.

#### (xvi) Preferential wagon supply for export and bunker coal

**37 Preferential wagon supply for export and bunker coal.**—From the point of view of this Railway, there seems no reason to oppose the suggestion, provided that the extent to which preferential treatment is given is not such as to sacrifice unduly the interests of consumers in this country. Whether the suggestion could be adopted without entailing serious consequences to consumers in India appears to be doubtful and the matter is one that should be referred to representative bodies such as Chambers of Commerce.

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**39 Possibility of preferential supply being cumulative.**—The adjustment subsequently of supplies received under preferential orders has been tried before and proved a failure for the reason that only particular collieries are able to obtain such orders and are repeatedly granted authorisations far in excess of their dues on basis and it is therefore, impossible to equalise without an eventual total stoppage of supplies of empty wagons to such collieries for considerable periods. The alternative would be a continually increasing debit which would have to be carried forward perpetually or written off periodically.

#### (xvii) Coal Transportation Officer

**40 Value of Coal Transportation Officer to the Railway.**—The railway administration can effectively and, in fact, do in actual practice all that is necessary in regard to the distribution of wagons but the work of the Coal Transportation Officer in its present form goes further than the distribution of wagons. It provides for preferential treatment under certain conditions—in other words it takes the form of rationing coal at times when coal supplies are below public requirements.

This preferential treatment or rationing is the crux of the whole question.

The public, whether as consumers or despatchers of coal, are invariably suspicious of railway administrations and their officials when any question of



special help uses. They are not suspicious of an official appointed by Government for that particular purpose.

Until coal shortage can be eradicated entirely, it seems advisable in the interest of the public as well as of the railway that the present work of the Coal Transportation Officer should continue, because he is the one official to whom the proprietor or manager of a coal consuming concern can go to receive immediate assistance when there is danger of his concern being stopped for want of coal.

If the coal export business revives, assistance will undoubtedly be required from time to time when steamers are declared ready for loading. In this respect also the Coal Transportation Officer would be of service to Shippers.

**41 Opinion as to retention of Coal Transportation Officer.**—We are in favour of the continuance of the appointment for reasons given in previous answer.

(xiv) *Preferential transport for export and bunker coal*

**24 Possibility of preference en route to goods trains with export or bunker coal.**—The maximum train passing capacity of a double line section is only attained when all the trains passing over the section are timed at a uniform speed. The further this condition is departed from the more the maximum train passing capacity is reduced.

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the public with regard to goods from railway point of view goods traffic is more paying than coal and it is difficult to see why coal traffic should be given preferential treatment in the matter of transport.

(xix) *Opening of steamer berths*

**43 Opening of steamer berths.**—Usually berths are declared open 6 days before the anticipated date of arrival of a steamer though the time varies from 4 to 10 days and provided collieries have previously been advised and are indenting when the notice is received six days is ample.

(xx) *Mechanical loading and unloading appliances at the docks*

**44 Mechanical unloading appliances at the docks.**—(a) We are strongly in favour of mechanical unloading appliances at the docks, to suit all types of wagons for the reason that it would not then be necessary to sort opens and certain types for collieries loading to the Docks.

(1) We should favour appliances to suit all types of open wagon, if appliances to suit all types of wagons cannot be installed.

(c) We are not in favour of appliances to suit only one type of wagons.

**45 Objection to mechanical unloading plant suited only to a special type**

type to the collieries.

**46 Unloading appliance at Cossipore Power House.**—We have inspected this appliance. The following is a brief description of the unloading apparatus and the method of working it.—

It consists of a side tilting table which is elevated from rail level to a height of about 30 feet by means of steel wire ropes and revolving,

drums on which the ropes wind. A vehicle is run on to the table which is then given a slight tilt so that the side of the vehicle rests against two wide buffers padded with rope. In this position the vehicle is raised to the full extent of the overhead gear, the vehicle door cotters are released and the vehicle is tilted still further—if a covered wagon to an angle of  $45^{\circ}$  and if an open truck to an angle of more than  $90^{\circ}$ —and the coal is shot. Attached to the superstructure is a large bin into which the coal is shot.

With covered wagons it is necessary for a man to get inside the wagon to shovel out coal from the corners but with open trucks no man handling is required. When the vehicle is tilted into the shooting position it is steadied by two more padded arms or buffers. The time taken to discharge an open truck is about 5 minutes and a covered wagon about 20 minutes.

The bin is actually a hopper from which the coal pours into a crushing machine and thence it falls on to a belt conveyor which carries it to a large open bin. From this second bin the coal is conveyed to the boilers by means of a  $1\frac{1}{2}$  ton grab suspended from an elevated track.

The whole is worked by electricity.

The adoption  
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feet 5 inches, where  
the standard now in  
operation in the Coal  
be lengthened to 27

feet 2 inches, but at considerable expense

#### (xxi) Demurrage at the docks

**47 Recovery of demurrage from Port Commissioners**—The recovery of hire and demurrage from the Port Commissioners on wagons detained at the Docks is governed by an agreement with the Port Commissioners which came into force from 1st March 1922.

Under this agreement the goods stock of the East Indian Railway and Foreign Railways is allowed to remain on the Port Commissioners' Railway 48 hours free of hire, after which hire charges are levied at the rate of 1 anna 5 pies per hour for a four wheeled vehicle and 1 anna 4 pies per hour for a bogie vehicle. Hire is paid on the aggregate time wagons are on the Commissioners' Railway during each month less the aggregate free time of 48 hours per wagon. The number of hours each wagon is on the Commissioners' Railway is calculated from the time the wagon arrives in the reception lines of the Commissioners' Railway to the time the wagon is placed in the departure sidings of the Commissioners' Railway, which particulars are shown in the Kudderpore Dock Junction Returns received monthly from the Dock Superintendent, Kudderpore.

Where the demurrage collected in any one month by the Commissioners from the Public on wagons belonging to the East Indian and Connected Railways exceeds the amount of hire paid by the Commissioners, the excess is payable to the East Indian Railway.

In actual practice it is found that the aggregate detention of all wagons is covered by the aggregate free time (see answer to Question 7) so that the Port



## (xxii) Railway freights and terminal charges

49 Rates and terminals for export and bunker coal sent to Calcutta.—  
Statement showing rates for (1) Export Coal and (2) Bunker Coal to Calcutta  
(Kidderpore Docks)

FROM JHEZHIAN.

Rates per ton.

Year	Export Coal					Bunker Coal					REMARKS
	Actual rate at scale	Colliery end terminal	Calcutta end terminal	Less rebate allowed	Ultimate total rate	Actual rate at scale	Colliery end terminal	Calcutta end terminal	Total rate per ton		
	Rs a p	As p	Rs a p	Rs a p	Rs a p	Rs a p	As p	Rs a p	Rs a p		
1912	3 3 0			0 11 0	2 7 0	3 3 0			3 3 0		
1913	3 3 0			0 11 0	2 7 0	3 3 0			3 3 0		
1914	3 2 0			0 11 0	2 7 0	3 3 0			3 3 0		
1915	3 2 0			0 11 0	2 7 0	3 3 0			3 3 0		
1916	3 2 0			0 11 0	2 7 0	3 3 0			3 3 0		
1917*	3 2 0	2 0		0 11 0	2 9 0	3 3 0	2 0		3 4 0	↑	
1918*	3 2 0	2 0		0 11 0	2 9 0	3 3 0	2 0		3 4 0		
1919*	3 2 0	2 0		0 11 0	2 9 0	3 3 0	2 0		3 4 0		
1920*	3 6 0	2 0		0 15 0	3 9 0	3 6 0	2 0		3 8 0	From 1st Apr 1920	
	3 6 0	2 0			3 8 0	3 6 0	2 0		3 8 0	From 1st Sep 1920	
1921*	3 11 0	2 0			3 13 0	3 11 0	2 0		3 13 0	From 1st Apr 1921	
1922	4 0 0	2 0	0 4 6		4 6 6	4 0 0	2 0	0 4 6	4 6 6	From 1st Apr 1922*	
	4 0 0	4 0	0 4 6		4 8 6	4 0 0	4 0	0 4 6	4 8 6	From 1st May 1922.	
1923	4 0 0	4 0	0 4 6		4 8 6	4 0 0	4 0	0 4 6	4 8 6		
1924	4 0 0	4 0	0 4 6	1 0 0	3 8 6	4 0 0	4 0	0 4 6	4 8 6	From 1st Jan. 1924	

\* These rates are exclusive of the following Government Surcharges tax leviable on Coal —

(i) From 1st April 1917 to 31st March 1921

Rs. 0-2-3 per ton

(ii) From 1st April 1921 to 31st March 1922

Rs. 0-2-6 per ton of freight payable

\* During this period rebate was allowed only on Coal (excluding Bunker Coal) exported to Burma and Ports outside India.

Statement showing rates for (1) Export Coal and (2) Bunker Coal to Calcutta (Kidderpore Docks).

## FROM RANEEGUNGE

Rate per ton.

Year	Export Coal					Bunker Coal				REMARKS.
	Actual rate at sea	Colliery and terminal	Calcutta and terminal	Less rebate allowed	Ultimate total rate	Actual rate at sea	Colliery and terminal	Calcutta and terminal	Total rate per ton	
	Rs a p	A p	Rs a p	A p	Rs a p	Rs a p	A p	Rs a p	Rs a p	
1912	2 4 0			0 0	1 11 0	2 4 0			2 4 0	
1913	2 4 0			0 0	1 11 0	2 4 0			2 4 0	
1914	2 4 0			0 0	1 11 0	2 4 0			2 4 0	
1915	2 4 0			0 0	1 11 0	2 4 0			2 4 0	
1916	2 4 0			0 0	1 11 0	2 4 0			2 4 0	
1917*	2 4 0	2 0		0 0	1 13 0	2 4 0	2 0		2 6 0	
1918*	2 4 0	2 0		0 0	1 13 0	2 4 0	2 0		2 6 0	†
1919*	2 4 0	2 0		0 0	1 13 0	2 4 0	2 0		2 6 0	
1920*	2 9 0	2 0		14 0	1 13 0	2 9 0	2 0		2 11 0	From 1st Apl 1920
	2 9 0	2 0			2 11 0	2 9 0	2 0		2 11 0	From 1st Sep 1920
1921*	2 9 0	2 0			2 11 0	2 9 0	2 0		2 11 0	From 1st Apl 1921
1922	2 13 0	2 0	0 4 6		3 3 6	2 13 0	2 0	0 4 6	3 3 6	From 1st Apl 1922
	2 13 0	4 0	0 4 6		3 5 0	2 13 0	4 0	0 4 6	3 5 6	From 1st May 1922
1923	2 13 0	4 0	0 4 6		3 5 0	2 13 0	4 0	0 4 6	3 5 6	
1924	2 13 0	4 0	0 4 6	11 3	2 10 0	2 13 0	4 0	0 4 6	3 3 6	From 1st Jan 1924

\* These rates are exclusive of the following Government Surcharges tax leviable on Coal —

(i) From 1st April 1917 to 31st March 1921 Rs 0.2-3 per ton

(ii) From 1st April 1921 to 31st March 1923 Rs 0.2-6 per rupee of freight payable

† During this period rebate was allowed only on Coal (excluding Bunker Coal) exported to Burma and Ports outside India

50 Rates and terminals for coal sent to and from other ports.—(a) Statement showing rates for Public Coal to Indian Ports other than Calcutta by all rail route with the East Indian Railway proportions separately

## FROM JHERRIAH

Rate per ton

Year	To Bombay (and Jubbulpore)			REMARKS	To Madras (and Asansol and Waltair)			REMARKS
	E I Ry proportions including Colliery and terminal	Colliery and terminal	Total rate per ton		E I Ry proportions including Colliery and terminal	Colliery and terminal	Total rate per ton	
	Rs a p	Rs a p	Rs a p		Rs a p	Rs a p	Rs a p	
1912	5 10 9		11 4 0		0 3 8		10 6 0	To Gomoh and Waltair
1913	5 2 7		11 4 0		0 3 8		10 6 0	
1914	5 2 7		11 4 0		0 3 8		10 6 0	
1915	5 2 7		11 4 0		0 6 2		10 6 0	
1916	5 2 7		11 4 0		0 6 2		10 6 0	
	5 5 2	0 2 0	12 2 0	From 1st Sep 1916				
1917*	5 5 2	0 2 0	12 2 0		0 8 2	0 2 0	10 10 0	
1918*	5 5 2	0 2 0	12 2 0		0 8 2	0 2 0	10 14 0	From 1st Dec 1917
1919*	5 5 2	0 2 0	12 2 0		0 8 0	0 2 0	10 14 0	From 1st May 1919
1920*	5 14 11	0 2 0	12 12 0	From 1st Apr 1920	0 8 4	0 2 0	11 7 0	From 1st April 1920
1921*	6 12 4	0 2 0	14 10 0	From 1st Apr 1921	0 9 9	0 2 0	13 13 0	From 1st April 1921
	6 12 4	0 2 0	15 2 0	From 1st Oct 1921				
1922	6 12 4	0 2 0	15 4 0	From 1st Jan 1922	0 9 9	0 2 0	13 13 0	
	6 14 4	0 4 0	15 6 0	From 1st May 1922	0 11 9	0 4 0	13 15 0	From 1st May 1922
1923	6 14 4	0 4 0	15 8 0		0 11 9	0 4 0	13 15 0	
1924	6 14 4	0 4 0	15 6 0		0 11 9	0 4 0	13 15 0	

\* These rates are exclusive of the following Government Surcharge tax leviable on Coal —

(i) From 1st April 1917 to 31st March 1921

Rs 0.25 per ton

(ii) From 1st April 1921 to 31st March 1922

Rs 0.25 per ton of freight payable

(i) The statement in paragraph (c) has been submitted by the G I P Railway in respect of rates levied on Public Coal from Bombay to certain internal G I P Railway stations. Statements provided by the B B and C I, N W and M S M Railways are at Appendices P Q and R respectively.



51 **Classification of coal for rate charging**—Coal is classified First class Railway Risk. First class goods rates are subject to the minimum charge of 10 pie per maund per mile and the maximum charge of 38 pie per maund per mile. For the purposes for charging rates on public coal, in full wagon loads, however, the following maxima and minima rates have been fixed —

#### Maximum Rates

	Pie per maund per mile
For the first 200 miles .	0 165
Plus from 201 miles up to 400 miles inclusive	0 15
Plus from 401 miles upwards	0 10

#### Minimum Rates.

For the first 300 miles	0 10
Plus from 301 miles up to 500 miles, inclusive	0 066
Plus from 501 miles upwards .	0 05

Within the maxima and minima scales shown above, however, the scale actually operating for the carriage of Public coal at owner's risk is —

	Pie per maund per mile
(i) For traffic carried for distances 400 miles and under —	
For all distances up to 200 miles inclusive	0 165
Plus for any distance in excess of 200 miles and up to 400 miles inclusive	0 13
(ii) For traffic carried for distances over 400 miles —	
For all distances up to 200 miles, inclusive	0 15
Plus for distances in excess of 200 miles and up to 300 miles inclusive	0 13
Plus for distances in excess of 300 miles and up to 700 miles inclusive	0 07
Plus for distances in excess of 700 miles	0 06

The rate for 401 miles calculated at the basis of charges shown under (ii) will be applied differentially to distances less than 401 miles wherever cheaper.

In respect to general mineral class goods, the East Indian Railway charge their "B" Schedule rate the basis of which is noted below, on C C of stock used for the following, viz, Chalk Clay, Earth N O C, Fireclay, Lame, Limestone, Ores common N O C, Slates and Steatite (Soapstone)

#### BASIS FOR CHARGE OF SCHEDULE "B" RATE

	Pie per maund per mile
For the first and up to 75 miles	30
For extra distances above 75 miles not exceeding 300 miles to be added to the charge for 75 miles	1"
For extra distances above 300 miles not exceeding 500 miles to be added to the charge for 300 miles	12
For extra distances above 500 miles to be added to the charge for 500 miles	10



It will be observed these minerals bear much higher freight charge than Coal

The class rates levied in respect to other commodities over the East Indian Railway are calculated on the undernoted basis or charge —

	Pie per maund per mile
1st class	38
2nd ,	42
3rd	58
4th	62
5th	67
6th „	83
7th	96
8th „	1 04
9th ,	1 25
10th	1 87

52 Variations in charges on export and bunker coal —Read in conjunction with answer to Question 49 The variations in the rates for export and bunker coal were as shown below —

(a) Re *Export Coal* —The rates for export coal illustrated in the statement show that rebate was allowed —

- (i) From 1912 to 1916—on coal exported to Ports in or outside India
- (ii) From 1st January 1917 to 31st August 1920—on coal exported to Burma and Ports outside India
- (iii) From 1st September 1920 to 31st December 1923—no rebate was allowed on export coal
- (iv) From 1st January 1924 up to date—on coal exported to Ports in or outside India

These variations were introduced to suit the changing economic and other conditions brought about by the War. A complete withdrawal in 1920 of rebate on export coal was introduced to meet the increased working cost, not only had wages to be enhanced to meet the increased cost of living but the price of all materials and stores had risen to a very high figure as a result of the conditions brought about by the War. The re-introduction of a rebate was to encourage the export of coal with a view to the recapture of the overseas markets lost to South African and English coal.

*Note* —At this point it should be stated that on and from 24th July 19 0 the Government of India decided that all coal leaving the Port of Calcutta by sea for whatever destination should be covered by a licence. On and from 1st April 1920 all restriction on the exportation of Coal by sea to Ports in India were removed. On and from 1st January 19 3 the embargo on export coal generally was entirely removed.

During the period January to June 1924, the total traffic from the East Indian Railway carried to Kidderpore Docks was —

754,075 tons

while the traffic for the corresponding period of 1923 amounted to —

502,527 tons

The additional traffic for the first half year of 1924 was 201,548 tons

including Terminals  
Out of this sum  
The net increase

It is doubtful after making allowance for the working expenses whether the additional traffic carried in the first six months of 1924 is sufficient to compensate the Railway for the cost involved in giving the rebate.

(f) *Re Bunker coal*—The basis for charge for bunker coal despatched to Howrah and Calcutta during the period from 1912 to 31st March 1920 was —

	Pie per maund per mile
For first 75 miles	0-14
Plus from 76 miles to 200 miles inclusive	0-12

On 1st January 1917, a colliery end terminal charge of Re 0-20 per ton was introduced to cover the increased cost of providing better facilities in the coalfields. This accounts for the first variation in the rate for bunker coal in 1917. In April 1920 the rates for public coal as quoted above were superseded by the following enhanced scale of charges, in order to meet the increased working costs brought about by the war —

	Pie per maund per mile
For the first 100 miles	0-15
Plus from 101 miles to 200 miles inclusive	0-125

This accounts for the next variation

As it was subsequently found that the enhancement effected was not quite in proportion to the rise in the working costs on the East Indian Railway, the rate was further increased and the following scale of charges for public coal to Howrah and Calcutta was introduced from 1st April 1921 —

	Pie per maund per mile
For all distances up to 200 miles	0-15

The next variation was due to this enhancement in public coal rates

The footnotes in the three statements printed in answer to Question 49 and 50 will show that during the period from 1st April 1917 to 31st March 1922, a Government surcharge tax was collected separately in addition to the railway charges for carriage. Although the surcharge tax was withdrawn from 1st April 1922, the railway was required in order to meet the previous yield to Government from the surcharge levied, to increase rates, the primary object of the enhancement in rates being the replacement of the surcharge as a means for increasing the revenue of the Government of India. With a view to meet this demand the railway rate for the carriage of public coal for short distances was enhanced to 0-165 pie per maund per mile up to 200 miles. At this period the Commissioners for the Port of Calcutta also demanded a payment of Re 0-91 per booked to Kidderpore Docks. Hitherto Commissioners a terminal charge of Re coal booked to Kidderpore Docks out of this demand for payment of an extra Re 0-4-7 per ton a receiving end terminal charge of Re 0-4-6 per ton on all coal booked to Howrah and Calcutta was introduced from 1st April 1922, the railway having to meet a further 1 pie per ton out of their revenue than hitherto borne, i.e., a total of Re 0-4-7 per ton. To meet the cost of additional facilities in the coalfields the colliery end terminal charge of Re 0-20 per ton was enhanced to Re 0-4-0 per ton from 1st May 1922. This explains the reasons for the variations in the rates for bunker coal in April 1922 and May 1922, respectively.

The present basis for on this railway to plus the colliery end and terminal charge of

coal despatched from the coalfields is 0-165 pie per maund per mile 0-4-0 per ton and the receiving The basis for charge for export

coal is the rate calculated at 0.165 pie per maund per mile on the distance for charge less 25 per cent of same *plus* the colliery end terminal charge of Re 0.40 per ton and the receiving end terminal charge of Re 0.46 per ton

**53 Running cost of coal train**—The accounts do not permit of determining the inclusive cost of running a train loaded with coal and it is interesting to read what the Chief Commissioner of Railways had to say, as to the difficulty of assessing accurately the cost of carrying a ton of coal a mile, when addressing the Coal Conference of August 1923

Arguments have been used based on the statistical cost of carrying one ton of coal a mile. I should like to say that there is no scientific method yet discovered for accurately assessing the cost of carrying a ton of coal a mile. It is true that by making certain assumptions we can arrive at a figure of the cost of carrying a ton of goods a mile but even this is inaccurate because there is no definite known scientific basis for the division of general charges between passenger traffic and goods traffic. No country in the world has been able to make this computation and it is one of the unsolved problems of railway economics."

Bearing in mind what is stated above the following statistical results are, however offered for consideration. By applying the statistical unit of the average cost of hauling a goods unit (viz., one ton) one mile including interest on the capital expended for the year ended 31st March 1924—viz., 4.06 pies it is found the cost of a coal train of 50 loaded 18 ton wagons from Asansol to Docks (143 miles) gives a result of —

	Rs    A    P
$50 \times 18 \times 143 \times 4.06$ pies	2 721   8   0

Freight (including Terminals) charged on same train load of coal —

	Rs    A    P
$50 \times 18 \times \text{Rs } 3.10.6$ per ton	3 290   10   0

If however the coal carried was for export, the freight (including Terminals) earned would be —

$50 \times 18 \times \text{Rs } 2.14.0$  per ton = Rs 2 587-5 0 or a loss of Rs 131-0-0

Another method may be taken of arriving at the average earning per ton mile in comparison with the average cost. During 1923-24, the total downwards coal hauled on account of the public, i.e., excluding coal carried for railway purposes was 4 970 908 tons and the average lead for downwards coal was 131 miles. The total public coal ton mileage was, therefore 638 088 948. The total earnings for public coal downwards was Rs 1 66 12 901 which gives an average earning per ton mile on account of public coal of 5 pies. It will, therefore be observed that the margin between the average cost of hauling a goods unit 1 mile, viz., 4.06 pies and the average earning per ton mile may be

distance of 143 miles from Asansol to Docks the net amount earned after deducting the working cost on the basis indicated above would be —

$50 \times 18 \times 143 \times 94$  pie = Rs 630 profit per train for a distance of 143 miles or Rs 4-6-0 per train mile

If however the coal carried was for export the average net earning would be  $60 + (4.40 \times 2) = 3.90$  pies per ton per mile which means a loss of 16 pie per ton per mile or  $50 \times 18 \times 143 \times 16 = \text{Rs } 107-4-0$  per train or Re 0.12-4 per train per mile

\* The rate of 4.40 pies represents freight charges less terminal charges

54 Possibility of reducing charges on coal.—Read in conjunction with the reply to Question 53. The freight charges at present recovered on export coal booked to Kidderpore Docks less the rebate of 25 per cent and the payment of Rs 0.71 per ton terminal to the Port Commissioners do not leave any margin for a further reduction in the charges or for an increase of the present rebate. The figures quoted clearly illustrate why no further reductions in rate or increase in the present rebate is permissible.

Appendix S is a statement showing from 1912 to 1924, the freight rates levied on public coal from Jherrish, Raneegunge and Asansol to Kidderpore Docks showing separately —

- (1) the conveyance charge,
- (2) the East Indian Railway despatching end Terminal, and
- (3) the Kidderpore Docks Terminal,

as well as the rebate allowed and the payment made by the East Indian Railway to the Port Commissioners, the resultant net rate year by year accruing to the East Indian Railway being also indicated.

It will thus be seen that the ultimate receipts earned by the East Indian Railway from Jherrish, Raneegunge and Asansol to Kidderpore Docks in 1924, compare as under with the ultimate receipts earned in 1912-13-14 and the percentage of increase is also shown —

*Ultimate receipts per ton to Kidderpore Docks*

Stations.	1912 13 14	1924	Percentage of increase
	Rs A P	Rs A P	
Jherrish . . . . .	2 4 9	2 15 5	29 per cent
Raneegunge . . . . .	1 8 9	2 1 2	34 „
Asansol . . . . .	1 11 9	2 4 11	33 „

The percentage of working costs in 1912 and 1923-24 is shown below and the percentage increase is also shown in column (2) —

Year	Percentage of total working expenses on total earnings (1)	Percentage of increase (2)
1912 . . . . .	37.63	
1923-24 . . . . .	60.63	61 per cent.

Moreover, the average cost of hauling a goods unit, viz., one ton one mile including interest on Capital during the years 1912 to 1923-24 inclusive was

as under. It will be noted that the increase of the latter year over the former is 77 per cent.

	P es.	Increase or decrease per cent over each previous year's figure	Increase or decrease per cent of each year's figures over 1912
1912 . . . . .	2.29		...
1913-14 . . . . .	2.46	+ 7%	+ 7%
1914-15* . . . . .	2.31	- 5%	+ 2%
1915-16* . . . . .	2.28	- 3%	- 4%
1916-17* . . . . .	2.04	- 11%	- 11%
1917-18* . . . . .	2.21	+ 8%	- 3%
1918-19* . . . . .	2.25	+ 2%	- 2%
1919-20 . . . . .	2.67	+ 19%	+ 17%
1920-21 . . . . .	3.10	+ 16%	+ 35%
1921-22 . . . . .	4.11	+ 33%	+ 79%
1922-23 . . . . .	4.25	+ 3%	+ 80%
1923-24 . . . . .	4.06	- 4%	+ 77%

\* No appreciable renewals of Polling Stock from 1914-15 to 1918-19 inclusive

It will be observed that the payment made for the Dock Terminals, i.e., other than East Indian Railway, has risen from Re 0.2-3 per ton in 1912-13-14 to Re 0-9-1 per ton in 1924 representing an increase of 304 per cent

On the other hand, it is interesting to note that the rebate payable in 1912-13-14 and 1924, compares as under, representing an increased percentage of payment of rebate as shown in column (3)

Stations.	Rate of rebate per ton		Percentage of increase (3)
	(1) 1912-13-14	(2) 1924	
	Rs. A P	Rs. A P	
Jberrian . . . . .	0 11 0	1 0 0	45 per cent.
Paneegunge . . . . .	0 9 0	0 11 3	25 "
Asansol . . . . .	0 9 0	0 12 6	39 "

With these facts, it is not considered that any reduction in East Indian Railway rates or any further increase in rebate is possible for the reasons set forth above

**55 Flat rates from all parts of coal fields.**—Presumably the suggestion is that the flat rate should be calculated on the basis of the mean of the distances between the Jharia and Raneegunge fields and Calcutta. Such a point is in the neighbourhood of Barakar about 30 miles west of Ondal.

It is not clear what advantages are claimed for the suggestion, which if adopted would mean that collieries situated in the Ondal and Raneegunge fields would have to pay freight in the downward direction on a longer distance than they do now and would thereby be deprived of the advantages of their geographical position.

**56 Seasonal rates.**—From an examination of the figures of coal carried during recent years the inference is that there is really no slack season on the East Indian Railway. It is admitted that during the third quarter of the year, the East Indian Railway could generally speaking, despatch and handle more coal traffic if it offered because during this period merchandise traffic falls off. It is very doubtful whether the controlling factor as regards the despatch of coal during the monsoon is the drop in demand for it is much more probable that when there is a drop in despatches during this season, this is due to the fact that collieries are not in a position to despatch any more coal. Raisings during the monsoon months are invariably down and unless collieries have heavy stocks of coal on hand at the beginning of the monsoon, despatches must inevitably suffer. The cause of the reduced raisings during the monsoon is probably, therefore, not so much an absence of demand for coal, as the reduced supply of coal raising labour that is available owing to its movement away to other districts for purposes of cultivation and also to the fact that frequently during this period a good number of the smaller collieries are drowned out. Moreover apart from the question of raisings, collieries during the monsoon months are frequently in difficulties as regards their ability to load wagons, as not only are they short during this period of above ground labour, but also during heavy rain they have difficulty in getting such labour to work.

Assuming however the limiting factor as regards the despatch of coal during the monsoon months is really a falling off in demand it is doubted if a seasonal rate would do much to increase the demand as certain trades such as brick burning shut down and there is a general slackening in the activities of the Indian Industrial World and these causes would not it is thought, react to any reduction in rates. Summing up the position the only possible conclusion is that the introduction of a seasonal rate for coal would practically have no effect on improving despatches and would therefore involve the railway in a very large reduction in revenue with no corresponding benefits to the public generally and the railway is therefore unable to recommend such a reduction.

In this connection it is interesting to read the following extract from a letter written on 24th July 1924 by the Railway Board to the Coal Transportation Officer Calcutta—

"An examination of the figures for some years past shows that there is no material falling off in coal despatches during the third quarter of the year and that after existing demands have been met there is only a small margin of transport capacity available for a possible increase. The adoption of the proposal would therefore mean a heavy loss to Railway revenue with little or no resultant benefit as regards increased despatches and in the circumstances the Railway Board regret they cannot lend their support to it."

57 Rates and terminals for loco coal.—The following are the existing scales of rates applicable to (1) Coal for the public and (2) Coal for the use of Foreign Railways —

(1) For *Public Coal* in full wagon loads O R L

(i) For traffic carried for distances 400 miles and under —

	Per maund per mile.
	Pie
For the first 200 miles . . . . .	0 165
Plus for 201 miles and up to 400 miles inclusive	0 13

(ii) For traffic carried for distances over 400 miles —

For the first 200 miles . . . . .	0 15
Plus for 201 miles and up to 300 miles inclusive .	0 13
Plus for 301 miles and up to 700 miles inclusive	0 07
Plus for 701 miles and upwards . . . . .	0 06

Subject to the differential rule

(2) For Coal for the use of *Foreign Railways* in full wagon loads O R L —

	Per maund per mile.
	Pie
For the first 200 miles . . . . .	0 15
Plus for 201 miles and up to 500 miles inclusive .	0 07
Plus for 501 miles and upwards . . . . .	0 06

The terminals and other extra charges leviable on Public Coal over the East Indian Railway are also levied on Coal for the use of Foreign Railways. The calculated rates from Jherria to Calcutta compare as under —

	Rs & P
	Per ton
For Public Coal . . . . .	4 8 6
For Coal for the use of Foreign Railways . . . . .	4 3 6

For the purposes of earning the rebate on Foreign Railway Locomotive Coal booked to Calcutta and exported from there to destination, consignments must be booked in the first instance as Public Coal and freight paid accordingly.

The above figures illustrate that the present basis of charge for Foreign Railway Coal is lower than that for Public Coal. Prior to 1st April 1920, the same scale of rates applied to both Public and Foreign Railway Locomotive Coal. In 1920 when an enhancement in the rates for Public Coal was effected, the scale of charge for Foreign Railway Coal was not enhanced, on the ground that traffic would mean an increase in coal. Since 1st April 1920, the rates for Public and (2) for Foreign Railway use, have been maintained, and although Public Coal rates were further enhanced on 1st April 1921, and again on 1st April 1922, (for short distance traffic only) the rates for Coal for Foreign Railway use were allowed to remain undisturbed. In December 1922, endeavours were made to bring the rates for Foreign Railway Coal to the same level as for Public Coal but the Railway Board having definitely declined to agree to such an enhancement the rates for Foreign Railway Coal were enhanced only up to the basis of charge quoted above.

58 Payment of terminal charges, recovered from public, to Port Commissioners.—The whole of the terminal charge (Re 0-4-6 per ton) collected

from the public on coal booked to Kidderpore Docks is paid to the Port Commissioners and in addition, the East Indian Railway pay from their own revenue a further amount of Re 0-4-7 per ton to the Port Commissioners making a total payment of Re 0-9-1 per ton

53 **Payment of extra terminal charges to Port Commissioners**—The East Indian Railway recovers Re 0-4-6 per ton from the public but pays Re 0-9-1 per ton to the Port Commissioners, the balance Re 0-4-7 is made good out of the East Indian Railway revenues

(xxiii) *The rebate on coal and its effects*

60 **Effect of export-coal rebate**.—The present rule of allowing a rebate of 25 per cent of the actual freight rate on export coal came into force on and from 1st January 1921. A comparative statement showing figures of coal exported from Calcutta to Indian and Foreign Ports year by year from 1912 up to September 1924 (*i.e.* up to the end of the Official half year) is at Appendix T. It will be noted that the figure for 1924-25 approximates that for 1921-22 but gives every promise of being better than the last two preceding years. A statement showing the sea freight on Coal from Calcutta to Bombay is at Appendix U and it will be observed that shortly after the introduction of the rebate for export coal, the shipping freight was enhanced by Re 1 per ton in week-ending 29th February 1924 and remained at this level up to week-ending 18th April 1924, and it is not unlikely that this increase in steamer freight prejudiced the export trade as the rebate granted by the Railway Companies to stimulate the export coal traffic was in the case of coal from Asansol and Raneeunge more than absorbed by the enhancement in steamer freights. The result of the 25 per cent rebate granted on export coal traffic has already been dealt with in the answer to Question 52.

61 **Payment of rebates**—The coal companies apply for rebate on exported coal submitting the following documents in support of their claims —

- (a) Rebate Statements in the prescribed Form (Appendix V)
- (b) Bills of Lading in support of the quantities of coal exported by sea
- (c) A Summary Sheet
- (d) A Bill in duplicate shewing the amount of Rebate due

The rates shewn in the Rebate Statements are checked and the items are verified with those shewn in the East Indian Railway Coal Freight Bills and the quantities shown per Bills of Lading are checked with the figures shewn in the Summary Sheet and the aggregate weights shewn in the Rebate Statements.

If the quantities of coal shipped are in excess of the aggregate weight on which rebate is claimed, the Bengal Nagpur Railway are asked to certify on what tonnage rebate has been claimed against that line with a view to reconcile the figures.

After completing the check and making necessary alterations in the Bills and Statements the Bill is passed and certified for the correct amount and sent to the Treasurer for payment.

The average time taken in granting rebates cannot be ascertained as at present rebate statements are submitted monthly and payment is made quarterly on receipt of the Bills and connected statements for each complete quarter. It may however be said that rebate statements for a complete quarter of each respective Firm are checked and rebate granted approximately within 3 weeks.

62 **Rebate *versus* concessional rate**—The grant of a concessional rate of Railway freight on Export Coal has several disadvantages. Firstly there would be no satisfactory and safe means of checking and discriminating between coal for export and coal for other purposes, as the declaration of the despatching colliery would be the only determining factor. Secondly coal



for other Calcutta destinations, etc., might be diverted to the place of export in order to obtain the benefit of the low concession rate incurring congestion and unnecessary unremunerative haulage. At present no rebate is paid by the Chief Auditor unless duly certificated by Shippers. With a concessional rate the railway could not safeguard itself completely against fraud. The rules attached to the grant of rebate possess safeguards against these frauds and misdeclarations.

**63 Rebates or special rates on other commodities**—So far as the East Indian Railway is concerned as regards quoting special rates there are no special rates for export traffic for commodities other than coal but to foster the Indian iron industry certain rebates have been allowed in respect of their finished products and bye products of the coking ovens sent to Calcutta for shipment vide Sections 6 and 7 of Chapter XIII pages 367 and 368 of East Indian Railway Goods Pamphlet No. I reproduced below —

**"6 Rebate on the carriage of raw materials and finished products and bye products of the Coking Ovens to and from the Bengal Iron Company's Works at Kulti**—Subject to a minimum of 20 million ton miles per calendar year of all traffic over the East Indian Railway to and from Bengal Iron Company's works at Kulti, a rebate will be allowed on the carriage of raw materials from any station on the East Indian Railway to the Steel Works at Kulti for the manufacture of Iron and Steel of all kinds at the Works and for the carriage of their finished products and bye products of the coking ovens sent from Kulti to Calcutta for shipment. The rebate will be arrived at by calculating the difference between the tariff rates and  $\frac{1}{2}$ th pie per maund per mile and will be granted on a proportionate scale thus if the ton mileage is 20 millions the rebate granted will be two thirds of the difference if the ton-mileage is 25 millions the rebate will be  $\frac{5}{6}$ ths of the difference if the ton mileage is 30 millions or over the difference will be paid in full.

**"7 Rebate on freight for the conveyance of raw materials of all kinds for the manufacture of Iron and Steel and all finished products and bye-products of the Coking Ovens to and from Indian Iron and Steel Company's Works near Asansol**—Subject to a minimum of 20 million ton miles per calendar year of all traffic over the East Indian Railway to and from the Indian Iron and Steel Company's Works near Asansol a rebate will be allowed on the carriage of raw materials from any station on the East Indian Railway to the Steel Works near Asansol for the manufacture of Iron and Steel of all kinds at the works and for the carriage of the finished products and bye-products of the coking ovens sent from the Steel Works to Calcutta for shipment. The rebate will be arrived at by calculating the difference between the tariff rates and  $\frac{1}{2}$ th pie per maund per mile and will be granted on a proportionate scale thus if the ton mileage is 20 millions the rebate granted will be  $\frac{2}{3}$ ths of the difference, if the ton mileage is 25 millions the rebate will be  $\frac{5}{6}$ ths of the difference if the ton mileage is 30 millions or over the difference will be paid in full."

(xxiv) *The working of the coal depôts at Howrah and Shalimar*

**64 Position as to coal depôts.**—The land leased out as coal depôts at Howrah is the property of the East Indian Railway. At Shalimar, however, the land is owned by the Port Commissioners and is leased out by them. Rents at Howrah are fixed by the East Indian Railway while at Shalimar this is a matter entirely controlled by the Port Commissioners. The Shalimar yard is worked by the East Indian Railway who are paid for this service by the Port Commissioners.

**65 Coal-depôt rents**—Previous to 1st October 1922, the coal yard at Howrah was divided into 3 zones and rents were levied on the following scale —

Depôts within 300 ft of the river bank	Rs 20 per 1 000 sq ft per annum
Depôts beyond 300 ft but within 600 ft	Rs 10       "       "       "
Depôts beyond 600 ft	Rs 5       "       "       "

On and from 1st October 1922 however, the coal yard was divided into two zones and depôts of a standard area of 2,500 sq ft each were demarcated. Rents charged were —

Depôts in zone 'A' (up to 360 ft approx from river)	Rs 250 per 1,000 sq ft per annum
Depôts in zone 'B' (beyond 360 ft approx from river)	Rs 150       "       "       "

These rents are still in force

The reasons for the enhancement were —

- (1) the excessive charges which the railway had to bear in connection with these depôts
- (2) the necessity in the interests of the coal trade generally for shutting out small firms which gave the railway very little traffic, and
- (3) the advisability of coming into line with the higher rents obtained by the Port Commissioners at Shalimar

(1) Previous to 1st October 1922 the average total sum realised as rent for coal depôts was approximately Rs 4 500 per annum. This was but a small fraction of the expenditure in maintaining and serving the depôts. One item alone the average sum (Rs 6 000) paid to the Port Commissioners for dredging at the river front exceeded this figure.

Our working expenses i.e. locomotive and wages of locomotive, traffic and engineering staff may be estimated at Rs 60 000 per annum.

The total sum now realised as rent approximates Rs 56 000 per annum. Even this works out to a very low percentage when the services rendered and the value of the land let are considered.

(2) It was never the intention when the coal yard was built that the railway would make a profit by the letting of depôts but that the importation of large quantities of coal might be made simple and the railway thus earn freight. Certain firms however to whom depôts had been let did very little business and as the rent was low they held on giving just a minimum of traffic and using the depôts as stacking grounds for their coal. It was to exclude such firms and to make the conversion of depôts into stacking grounds an expensive procedure that rents were raised.

(3) The charges levied by the Port Commissioners at Shalimar are —

First 200 ft from river bank	Rs 250 per 1 000 sq ft per annum
Next 100 ft from river bank	Rs 166 per 1 000 sq ft per annum
Beyond 300 ft from river bank	Rs 116 per 1 000 sq ft per annum

The facilities given at Howrah are similar to those given at Shalimar by the Port Commissioners and the charges we levied were absurdly low in comparison. The shoots provided at Howrah are of very great convenience in unloading from wagon to boat direct.

(xxv) *Prevention of pilferage*

66 **Pilferage from wagons**—Pilferage principally occurs while wagons are standing in yards or at *man-side* stations

In the case of large yards high walls and, in certain places, suitable fencing are the best safeguards, while at smaller stations the appointment of Watch and Ward staff would prove adequate

Measures are being taken in both these directions and District Officers have been vested with powers to grant rewards up to Rs 10 per head for the detection of thieves

The enactment of the pilfering legislation which is now under consideration will be of great assistance

(xxvi) *General recommendations*

67 **Suggestions for quickening coal transport and stimulating export of coal**—Export coal would be considerably expedited in transit if booked in rakes of fifty to sixty wagons only. It is the small lots that cause averages to run up waiting for train room

The construction of the Bally Bridge would tend to speed up transit as the Bandel Naihati section would be relieved to great extent of the fact that the traffic to and from the Docks would avoid this section

The fitting of vacuum brakes or pipes on the wagons of all broad gauge railways will go far towards reducing the time taken in the forming and despatch of trains. The East Indian Railway expects to have all its goods stock braked or piped by the end of 1925 and at the I R A Conference held at Simla in October 1924 it was agreed that from 1st August 1925 a penalty should be imposed on an owning railway offering in interchange a wagon unfitted with vacuum brake or pipe

The railway has no special recommendations to make in regard to stimulating the export trade; it is always prepared to consider sympathetically any suggestions

(xxvii) *Coke*

68 **Coke**—The answers apply in their entirety to coke as well, so far as transport is concerned. In the matter of charges there are differences

(xxviii) *Coal traffic via Naihati*

69 **Transit of goods trains from Naihati to Docks**—There are no special difficulties which militate against the quick transit of goods trains between Naihati and Docks and *vice versa*. These trains run very freely over the Up and Down quadruple lines on that section. The difficulties experienced are actually at Naihati signals waiting to cross the Eastern Bengal Railway Main Lines on to the Down quadruple line

70 **Turn round of stock between Naihati and Bandel**.—The difficulties experienced at present in connection with the prompt turning round of stock and engines between Bandel and Naihati are due to—

(a) Every load having to be banked to Hooghly Ghat

(b) Single line working over the Jubilee Bridge

(c) The busily engaged section between Naihati and Bandel, which has to cope with 11 Up and 11 Down Passenger trains in the 24 hours

(d) Branch trains having to wait at Naihati signals to give precedence to Eastern Bengal Railway main line trains

All trains of over 45 wagons have to be provided with a Bank pilot between Bandel and Hooghly Ghat

The main difficulty, viz., of crossing the Eastern Bengal Railway Up and Down Main lines would be avoided if a flying junction was provided at Naihati

If the scheme put forward by the East Indian Railway for a new bridge over the Hooghly at Bally is carried out, the large resultant drop in the volume of traffic passing between Bandel and Naihati would to a large extent render these difficulties unimportant



**DHANBAD  
TRICT SUPERINTENDENT.**

Asstt. Superintendents 1

General Office Staff

**KUSUNDA<sup>o</sup>  
Yard Master.**

— Assistant Yard Masters

Yard Staff

Pilot Gun

Pi

Dhanbad.

Pilot F

Bill  
Clerk.

Clerks



# APPENDIX D.

(*Inde reply to questions 8 and 25*)

## AI LOTMENT MEMO

ONDALE—(Contd.)

Chara Pilot—(Contd.)

Guard

Percentage	Load up to 100 tons	Name of Coal Coys	Name of Siding	Locus		D V Ry	F B Ry	H C L Co-terreds	G I P Ry	V W Ry	H B & C I Ry	H A N W Ry	O & R Ry	Tight Rys	P I Ry	Restricted Stations.
				Open	Hop-pers											
				I	A	I	S	I	S	I	S	I	S	I	S	I
			Brought forward													
		Imperial Coal Company	Habetsole I													
		Ditto	Do II													
		Hilbers Coal Company	Do I													
		Ditto	Do II													
		Yconomic	Do III													
		Mongalpur Coal Com	Sonachora													
		pany	Do													
		Upper Bhangale	Do													
		Bowla Coal Company	Do Assi ted													
		Central Jamhad	Burelia													
		Harakar Coal Company	Parasia													
		North Adjai	Do													
		Parasia Coal Compa y	Daswara													
		K N Banerjee	Gaighatia													
		East abal	T wial													



E

## WAGON INDENT.

TO THE DISTRICT SUPERINTENDENT, DHANBAD

Please supply wagons as noted below for loading at \_\_\_\_\_ siding  
on \_\_\_\_\_ day the \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_.

For Upwards destination	No of wagons required	Route and to which to be booked	Particulars of Authorisations in full	For Downwards destination	No of wagons required	Route and to which to be booked	Particulars of Authorisations in full
F. I R Loco				F. I R Loco			
Public above				Public below			
Coil fields including Loop				Coil fields			
Line between				Loop line			
Kial and up to Nathnagar (inclusive)				Bhagalpur and below			
B. B. & C. I. R Loco				B. & N. W. R. Loco			
Broad Gauge				B. P. Loco			
B. B. & C. I. R Public				B. & N. W. R. Loco			
Broad Gauge				BGP Public			
B. B. & C. I. R Loco				E. B. R. Loco			
Metre Gauge				Public			
B. B. & C. I. R Public				A. B. R. Loco			
Metre Gauge				Public			
G. I. P. R. Loco				B. D. R. Loco			
Public				Public			
M. & S. M. R. Loco				R. N. R. Loco			
Public				Public			
N. W. R. Loco				B. D. R. B. Loco			
Public				Public			
O. & R. R. Loco				M. & S. M. R. Loco			
Public				Public			
B. & N. W. R. Loco				S. I. R. Loco			
MK. Loco				Public			
B. & N. W. R. Loco				Howrah			
MK. Public				Shalimar			
B. N. R. Loco				Docks			
J. B. R. Loco				Garden Reach			
Public				Saidah			
V. G. S. & Loco				Chitpore			
Public				Cossipore Road			
G. R. Loco				Ultadar ga			
Public				Chetla			
G. P. S. Loco				P. T. R.			
Public				Ligh. Rys Loco			
B. S. R. Loco				Public			
Public							
Light Rys Loco							
Public							
UPWARDS TOTAL				DOWNWARDS TOTAL			
						GRAND TOTAL	

or District supplied in

no allotment,

Date 192

Space for Colliery stamp.

Manager,

Rev.—15.12.23.

Coal Company.

# APPENDIX D.

(Ide reply to questions 8 and 25)

## ALLOTMENT MEMO

ONDALE—(Contd.)

Chara Pilot—(Contd.)

Guard

Percentage	Date of loading	Names of Coal Coys	Name of Siding	Local			B N Ry	E B Ry	LOCAL Co varied	G I P Ry	N W Ry	B B & C I Ry	B & N W Ry	O & R Ry	Light Ry	F I Ry	Restricted stations.
				Open	Hop pers												
			Brought forward														
		Imperial Coal Company	Tabole														
		Ditto	Do														
		Elthara Coal Company	Do														
		Ditto	Do														
		Freonnie	Do														
		Mongalpur Coal Com	Do														
		pany	Do														
		Upper Bengale	Do														
		Howia Coal Company	Do														
		Central Jambad	Do														
		Harakar Coal Company	Do														
		North Adjal	Do														
		Parasala Coal Compa y	Do														
		K N Banerjee	Do														
		Nashahat	Do														
			Gaig'atta														
			T r a c														

**APPENDIX E.**  
(*Vide* reply to questions 8 and 25 )  
**EAST INDIAN RAILWAY**

Pilot GUARD & SUPPLY MEMO

Pilot \_\_\_\_\_ Ex \_\_\_\_\_

Starting { Time \_\_\_\_\_ H \_\_\_\_\_ M \_\_\_\_\_ 192 \_\_\_\_\_

[illegible]

Columns 1 & 2 to be filled in by the office      Columns 3, 4 & 7 to be filled in by the Pilot Guard in Ink      Loaded wagons supplied to collieries to be also entered

2. I R covered wagons are to be supplied as near as possible to the fullest extent possible

When E I R wagons are supplied for loading Foreign Ry coal (except to E B Ry) covered wagons are always to have preference

**Signature of Pilot Board**

(Fide reply to questions 8 and 25)

## EAST INDIAN RAILWAY

## WAGON CHALLAN

To

THE COLLIERY MANAGER,

COAL CO.,

Dhanbad, 192

Siding

DEAR SIR,

With reference to your indent, dated the 192, the wagons allotted to your Colliery are shown below

Wagons supplied for special purposes must be loaded only for those purposes and those allotted for Downwards must not be loaded for Upwards and vice versa

Please load covered wagons upwards

Yours faithfully,

District Superintendent

Purpose for which allotted	No of wagons allotted for			REMARKS	No and type of wagon supplied
	Loco	Spis	Pub		
E I Ry { Up					
N W Ry { Dn					
G I P Ry					
B, B & C I Ry					
O & R Ry					
B & N W Ry { Up					
B N Ry { Dn					
B N Ry { Up					
B N Ry { Dn					
M & S M Ry { Up					
M & S M Ry { Dn					
S I Ry { Up					
S I Ry { Dn					
E B Ry					
J B Ry					
Light Hys. { U					
Light Hys. { Dn					
Number of loaded wagons supplied					

Time supplied Date supplied 192

Signature of Pilot Guard

No dated 192

Forwarded to the District Superintendent for check and record  
wagons have been correctly placed in the siding as shown above

Per 4 10 23

Please return this challan intact for check

Colliery Manager,

Colliery

## APPENDIX G.

Columns 1 to 4 are to be filled in by the District Office and column 5 by the Weigh Clerk who will return the statement, the day after its receipt, to the District Superintendant for check and receipt.

(Vide reply to questions 8 and 25)

## EAST INDIAN RAILWAY

Supply Statement of _____					Section for _____					
1 Coal Company	2 Loco	3 Special	4 Public		5 Total	6 Purpose for which wagons entered in column 2 and 3 are supplied	7 Individual Nos of wagons entered in columns 2 to 4	8 BOOKING PARTI- CULARS		9 REMARKS
			Up	Down				Date	D Note	

Forwarded to the Local Weigh Clerk \_\_\_\_\_

District Superintendent





## APPENDIX I.

(See reply to question 23)

## Samples of Wagon Card Labels in use on the East Indian Railway for the carriage of Coal Traffic only.

<p style="text-align: right;">C 37A</p> <p><b>COAL</b> Weighbridge Stamp _____</p> <p>Steamer _____ Colliery stamp _____</p> <p>Wagon No. _____ Date _____</p> <p><b>DOCKS</b> _____</p> <p>Consignee _____</p> <p>Particulars in the event of transshipment.  Wagon _____ Transhipped into _____  at _____ Date _____  <i>(Printed Black on Yellow)</i></p>	<p style="text-align: right;">C 37C</p> <p><b>COAL</b> Weighbridge Stamp _____</p> <p>Wagon No. _____ Date _____ Colliery stamp _____</p> <p>To _____</p> <p><b>(RUNNING POWER)</b>  <b>E. B. R.</b></p> <p>Consignee _____</p> <p>Particulars in the event of transshipment.  Wagon _____ Transhipped into _____  at _____ Date _____  <i>(Printed Red on White)</i></p>
<p style="text-align: right;">C 37B</p> <p><b>COAL</b> Weighbridge Stamp _____</p> <p>Wagon No. _____ Date _____ Colliery stamp _____</p> <p><b>HOWRAH</b> _____</p> <p>Consignee _____</p> <p>Particulars in the event of transshipment.  Wagon _____ Transhipped into _____  at _____ Date _____  <i>(Printed Black on White)</i></p>	<p style="text-align: right;">C 37D</p> <p><b>DOWN COUNTRY.</b></p> <p><b>COAL</b> Weighbridge Stamp _____</p> <p>Wagon No. _____ Date _____ Colliery stamp _____</p> <p>To _____</p> <p>From _____</p> <p>Consignee _____</p> <p>Particulars in the event of transshipment.  Wagon _____ Transhipped into _____  at _____ Date _____  <i>(Printed Red on White)</i></p>
<p style="text-align: right;">C 37E</p> <p><b>UP COUNTRY.</b></p> <p><b>COAL</b> Weighbridge Stamp _____</p> <p>Wagon No. _____ Date _____ Colliery stamp _____</p> <p>To _____</p> <p>From _____</p> <p>Consignee _____</p> <p>Particulars in the event of transshipment.  Wagon _____ Transhipped into _____  at _____ Date _____  <i>(Printed Blue on White)</i></p>	<p style="text-align: right;">C 37F</p> <p>This label is similar to C. 37E.  but it is crossed diagonally by  the initials S P R in Red</p>



# APPENDIX J.

(Vide reply to question 25)

## EAST INDIAN RAILWAY

Pilot Guard's Clearance Memo Ex Date 192 Starting time H M

1	2		3		4	5	6		7
	Total Nos of wagons cleared		Individual Nos of wagons cleared		Name of Coal Company.	Siding	Individual Nos of wagons left behind		Reasons for being left behind
Date	H	M	Covered	Open and Hojpers	Foreign		Ind Ry	Foreign	

REMARKS

Signature of Pilot Guard



## APPENDIX L.

(Fide reply to question 35)

## E I R PILOT GUARDS REGISTER

1	2	3	4	5	6	7	8
	Time of sally	Whether loaded or empty	Individual numbers of wagons supplied.	Individual num bers of loaded or damaged wagons stabled in section	Individual num bers of loaded wagons stabled in section	Individual num bers of empty wagons stabled	Date stabled
Colliery and ng							

Pilot Guards note to the condition of the various sections daily in this Register, the stabled wagon numbers are shown daily until cleared

V B - The following letters should be placed before the individual numbers of wagons to denote the owning railway -

H for F I L y

N for N W Ry

E for F B Ry

B for B N Ry

M for M N Ry

O for O & H Ry

C for B B & C I Ry

N for N G S Ry

G for G I P Ry

S for S I L y

## APPENDIX M.

(Tide's reply to question 26)

M. M. 66.

EAST INDIAN RAILWAY.

COAL MANAGER'S OFFICE,

*Calcutta, 27th August 1924*

To

THE COLLIERY MANAGER,

DEAR SIR,

## Closing and Securing Wagon Doors

Notwithstanding the fact that the importance of closing and securing wagon doors with cotters, has been brought repeatedly to the notice of Colliery Managers, instances still continue, on a very large scale, of wagon doors being left open and uncottered after loading.

to shut properly and the coal then reloaded

These considerations and that of the possibility of damage to wagon stock do not, however, appear to have been fully appreciated by Colliery Managers and those responsible for the closing of wagon doors.

The railway staff have strict orders to close and cotter every wagon which is not so secured, but, nevertheless instances do pass undetected.

I appeal, therefore for your co-operation in this direction and am sure that, as always, you will gladly give it.

Yours faithfully,

A BURBIDGE,

*Coal Manager*

## APPENDIX N.

(Vide reply to question 20)

*List of Collieries fitted with mechanical loading plant*

Name of Colliery Company.	Name of siding fitted with mechanical loading plant	Capacity of siding Wagons	Capacity of plant in tons per hour	Capacity of plant in wagons per day of 24 hours	Pilot served by and whether on 10 hours or 20 hours system
<b>DHANBAD DISTRICT</b>					
Barakar Coal Company	Nowaghar No II	80	45	60	South Lane 10 hours.
Ditto	Loyabadi No I	91	45	60	Bansjora 10 "
Khas Jheria	Khas Jheriah No I	70	60	80	Gopalchuck 10 "
Raneguerre Coal Association	Kustore	88	100	134	Bhuggutdih 10 "
<b>ASANSOL DISTRICT</b>					
Burd and Company	Joba	50	30	40	Dn Ansol 10 "
Lodna Coal Company	Stripur	100	60	80	Toposi 10 "
Equitable Coal Company	Jamuria 1 and 2	100	60	80	Jamuria 10 "
Ditto	Rasundanga	81	60	80	Toposi 10 "
Harridadih	Akhalpur	81	60	80	" 10 "
Mondalpur	Mondalpur	67	60	80	" 10 "
West Jamuria	Bajdipur	72	60	80	" 10 "
Singaran Coal Syndicate	Singaran No 8	15	10	13	" 10 "
Burn and Company	Sunkerpur	40	60	80	Ukhara 10 "
Burd and Company	Bankola No 1	100	30	40	" 10 "
Dharmo Main	Dharmo	75	20	27	Sedepur 20 "

## APPENDIX O.

(Fide reply to question 34.)

C. 42.

No. \_\_\_\_\_

EAST INDIAN RAILWAY.

DISTRICT SUPERINTENDENT'S OFFICE,

\_\_\_\_\_ 192 .

FROM

THE DISTRICT SUPERINTENDENT,

TO

THE COAL MANAGER,

EAST INDIAN RAILWAY,

Calcutta.

DEAR SIR,

Report on Messrs. \_\_\_\_\_

request for \_\_\_\_\_

off the \_\_\_\_\_ Branch.

(1) Area of coal land to be served.

(a) From whom leased

## APPENDIX O.—(Continued)

- (b) Date of registered deeds and the number of years leased for
- (c) In what town situated
- (d) Property under the management of —
  - (i) Manager's name
  - (ii) Description of Mining Certificate
- (2) Quality and seam of coal to be worked
- (3) Means of working the coal from this property, i.e. Pits, Inclines, Quarries
- (4) What plant is to be installed and utilised for raising the coal to the surface
- (5) Probable output in tons per mensem at present
  - a) Probable output in tons per mensem when the colliery is fully equipped and developed
- (6) Date from which coal is expected to be raised and if raised, from when, and the actual stock on hand on date of inspection
  - a) If raising already commenced, give date, and quantity of stock on hand
- (7) Distance of colliery from nearest siding
- (8) Names of Proprietors and their financial status
  - (a) Have title deeds been procured and are they in order?
- (9) How is coal to be brought to siding i.e. by car or tram, etc
- (10) Transport charges up to siding
- (11) Actual mileage up to take off of the proposed siding

## APPENDIX O.—(Continued.)

- (12) What will the Upwards and Downwards coal rates work out to on coal despatched from the proposed siding
- (13) Are these Collieries already served, if so, by what siding and to what extent
- (14) What siding accommodation is necessary in your opinion and against what is asked for

*District Superintendent.*

Give on page 7 a rough sketch showing the proposed siding in relation to the main line or branch off which it is to be constructed

On page 8 give any general or special remarks you have to offer



APPENDIX O.—(*Concluded.*)

## SKETCH.

## GENERAL REMARKS.

## APPENDIX P.

Vide reply to question 50

Rates for Public coal from Bombay to the undermentioned stations on the Bombay Baroda and Central India Railway

Stations to	RATE PER TON					From 1st July 1921 to date
	From 1912 to 31st October 1917	From 1st November 1917 to 31st July 1918	From 1st August 1918 to 16th December 1920	From 17th December 1920 to 15th December 1921	From 16th December 1921 to 30th June 1924	
	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
Borach	3 1 11	5 6 6	4 15 6	6 3 6	6 3 6	6 3 6
Haridra	3 13 3	6 6 0	5 15 0	7 3 6	7 3 6	7 3 6
Ambedkar	4 10 10	7 10 6	7 3 6	8 8 6	7 8 0	7 12 6
Virangam	4 15 5	8 8 6	8 1 6	9 5 6	9 5 6	9 5 6
Inlore	5 10 9	11 1 0	10 10 0	11 15 0	11 15 0	11 15 0
Via Anand	4 1 9	6 12 6	6 6 6	7 10 6	7 10 6	7 10 6
Via Anand to Pethad	5 4 0*	5 4 0*	10 0 0*	10 0 0*	10 0 0*	10 0 0*

\* Per 4 wheeled wagon

## APPENDIX Q

Vide reply to question 30

Request for Coal O R I for Kanack to the nearest and situated on the North West side

Name of place	DATE RECEIVED					From last 1st July
	1st July to 31st Mar 1921	1st Apr 1921 to 30th Sept 1921	1st Oct 1921 to 30th Dec 1921	1st Jan 1922 to 31st Mar 1922	1st Apr 1922 to 30th Sept 1922	
Alaka	Rs 4 0	Rs 4 0	Rs 4 0	Rs 4 0	Rs 4 0	Rs 4 0
Qutub	0 6 0	0 13 0	0 13 0	0 13 0	0 13 0	0 13 0
Mt. C. C.	0 1 0	7 1 0	7 1 0	7 1 0	7 1 0	7 1 0
Jalpur	7 4 0	8 1 0	8 1 0	8 1 0	8 1 0	8 1 0
Samgalla	7 13 0	8 0 0	8 0 0	8 0 0	8 0 0	8 0 0
Bladla	7 13 0	8 0 0	8 0 0	8 0 0	8 0 0	8 0 0
Leorpo Co. Co.	7 13 0	8 0 0	8 0 0	8 0 0	8 0 0	8 0 0
Jalpur	15 0	8 8 0	8 8 0	8 8 0	8 8 0	8 8 0
Atar	8 4 0	8 13 0	8 13 0	8 13 0	8 13 0	8 13 0
J. Hana	8 0 0	8 15 0	8 15 0	8 15 0	8 15 0	8 15 0
Botlak	8 13 0	9 0 0	9 0 0	9 0 0	9 0 0	9 0 0
Parvati	8 15 0	9 8 0	9 8 0	9 8 0	9 8 0	9 8 0
Alamir	8 15 0	9 8 0	9 8 0	9 8 0	9 8 0	9 8 0
Prashant	9 3 0	9 13 0	9 13 0	9 13 0	9 13 0	9 13 0
Meen (y)	9 6 0	9 16 0	9 16 0	9 16 0	9 16 0	9 16 0

## APPENDIX R.

vide reply to question 50.

*Rates for Pullicool from Madras to principal internal stations on the Madras and Southern Mahratta Railway.*

Stations to	RATE PER MAUND.					
	From 1st January 1913 to 31st November 1917	From 1st December 1917 to 31st March 1920	From 1st April 1920 to 31st March 1921	From 1st April 1921 to 30th November 1921.	From 1st December 1921 to 30th September 1922	From 1st October 1922
	Rs A P	Rs A P	Rs A P	Rs A P.	Rs A P.	Rs A P
Nanjai	0 1 7	0 1 9	0 5 0	0 5 5	0 5 9	0 6 5
Bellary	0 4 1	0 4 3	0 1 5	0 4 9	0 5 1	0 5 9
Onakal	0 3 9	0 3 11	0 1 1	0 4 5	0 4 9	0 5 4
Tuljatal	0 1 3	0 1 5	0 3 7	0 3 10	0 1 2	0 4 8
Bangalore	0 3 2	0 3 4	0 3 5	0 3 9	0 1 1	0 4 6
Basildet	0 1 6	0 1 8	0 1 8	0 1 9	0 2 1	0 2 3

## APPENDIX S.

Vide reply to question 54

Statement of rates per ton for public coal to Kidderpore Docks

		1912 1913 and 1914			1915 and 1916			1917, 1918 and 1919		
		From Jheriah	From Asansol	From Raneeunge	From Jheriah	From Asansol	From Raneeunge	From Jheriah	From Asansol	From Raneeunge
Distance for calculation of rebate		170	132	121	170	132	121	170	132	121
		Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.
Payable by Public	Railway despatching end terminal							0 2 0	0 2 0	0 2 0
	Dock terminal									
	Freight	3 2 0	2 7 0	2 4 0	3 2 0	2 7 0	2 4 0	3 2 0	2 7 0	2 4 0
Total		3 2 0	2 7 0	2 4 0	3 2 0	2 7 0	2 4 0	3 4 0	2 9 0	2 6 0
Subtract	Rebate	0 11 0	0 9 0	0 9 0	0 11 0	0 9 0	0 9 0	0 11 0	0 9 0	0 9 0
	Payments by Railway to Port Commissioners	0 2 3	0 2 3	0 2 3	0 3 5	0 3 5	0 3 5	0 3 5	0 3 5	0 3 5
Balance earned by Railway		2 4 9	1 11 9	1 8 9	2 3 7	1 10 7	1 7 7	2 5 7	1 12 7	1 9 7

NOTE.—Rebate withdrawn altogether  
 The despatching end terminal charge was first introduced from 1st January 1917, and  
 The rate of the terminal charge paid to the Port Commissioners  
 From 1912 to March 1915 . . . . . Re 0-13 per ton  
 " April 1915 to March 1920 . . . . . Re. 0-3-5 "

## APPENDIX S.

Vide reply to question 54

Statement of rates per ton for public coal to Kidderpore Docks

1920 (From 1st April 1920)			1921 (From 1st April 1921)			1922 and 1923 (From 1st May 1922)			1924 (From 1st January 1924)		
From Jheriah	From Aansol	From Raneegunge	From Jheriah	From Aansol	From Raneegunge	From Jheriah	From Aansol	From Raneegunge	From Jheriah	From Aansol	From Raneegunge
170	132	121	170	132	121	170	132	121	170	132	121
Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.	Rs. A.P.
0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
—	—	—	—	—	—	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
3 6 0	2 11 0	2 9 0	3 11 0	2 13 0	2 9 0	4 0 0	3 2 0	2 13 0	4 0 0	3 2 0	2 13 0
3 8 0	2 13 0	2 11 0	3 13 0	2 15 0	2 11 0	4 8 0	3 10 0	3 5 0	4 6 0	3 10 0	3 5 0
0 15 0	0 13 0	0 14 0	—	—	—	—	—	—	1 0 0	0 12 0	0 11 3
0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 9 1	0 9 1	0 9 1	0 9 1	0 9 1	0 9 1
2 4 0	1 11 0	1 8 0	2 4 0	1 10 0	2 4 0	3 15 0	2 3 1 2	2 15 0	2 15 0	2 4 1	2 2 1

From 1st September 1923

the rate of Rs. 0 14 per ton was enhanced to Rs. 0 4 0 per ton from 1st May 1922.

varies during the periods shown above as noted below :-

From 1st April to 31st March 1922

Rs. 0 4 0 per ton.

" March 1922 "

Rs. 0 3 1 "

## APPENDIX T.

Vide reply to question 60  
Statement showing Coal exported from Calcutta to Foreign and Indian Ports during the following periods

Ports	1913		1913-14		1914-15		1915-16		1916-17		1917-18		1918-19		1919-20		1920-21		1921-22		1922-23		1923-24		Apr 1 to September 1924	
	Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons	
Akyab	9 646		13 161		8 401		9 784												1 247		2 164		5 825		1 980	
Allen and Dependencies	1 577		5 330		10 537		10 408		13 257						25 610		70 200		8 712							
Bassett	10 745		11 55																		2 423					
Bombay	40 42*		943 310		710 890		1 0941				2 407				68 705		537 511		404 667		93 151		12 800		137 515	
Bharuagar	23 450		5,223		401		238																			
Br-Jah West Indies	3 430		3 470		1 857		845		350																	
B-Rish Gula &	2 100																									
Belgium																										
Ceylon	578 412		303 860		395,415		537 690		517 003		153 302		61 327		419 903		677 038		104 611		80 885		109 126		8,437	
Ch andball	590		604		700		1 456				941				244		185		420		319		49		205	
Ch Nagong	24 123		28 606		24 421		1 235		3 600		1 892		1 19		1 200		15 183		25 710		8 093		8 737		9 607	
Cuddalore	43 010		70,026		40 867		17 777		6 220								4 604		45 417		19 77					
Car N eobar															16											
Celebes															5,000											
Dutch Guinea	1 541										2070															
Dwarika																										
Fertile	18 461						7 390		0 2,0								4 700		25 073							
Ernakulam															14,281		87 913									
Feroke	31 681		17 693		73 193												736									
Car led over																	14,670		46 858							

*Statement showing Coal exported from Calcutta to Foreign and Indian Ports during the following periods—contd.*

[illegible]



Statement showing Coal exported from Calcutta to Foreign and Indian Ports during the following periods—continued

Ports	1912	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24	Apr 1 to September 1924
	Ton	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Brought forward													
New South Wales						6,000							
New Zealand													
NMIs		97,772									307		
Port of Spain	9,636	4,402	3,009		1,990	2,018		1,671					
Port Blair	9,920	2,610	9,920	2,000	1,250				3,831	6,117	4,097	9,660	1,003
Ph. I. places								2,331	14,611		91,650		
Japan	5,911												
Port of Spain									1,822				
Rangoon	39,756	447,856	17,8	410,760	477,667	901,133	96,711	114,70	370,306	370,304	268,132	477,756	1,7082
Somatra	119,477	97,6	72,810	60,000	9,67		8,771	5,822	5,822				
Straits Settlements	1,8301	183,601	100,676	97,671	141,110	63,716	4,767	1,03,0	100,013	4,67		92,315	10,703
Siam			1,393		5,438								
Baroy									1,703	2,0			
Tallorin	97,456	93,312	38,431	31,812	11,878			6,000	21,823	28,035	17,002	610	11,850
Taroy											00		
Turkey Asiatic Persian Gulf													
Uran			1,821	615					10,18				
United Kingdom													
Zanzibar and Pemba	150												
Other Ports	8	2,810	8,971	6,400	1,669			114					
Total	3,071,647	3,096,773	2,603,609	1,631,674	1,315,124	877,13	240,891	870,203	2,704,250	1,702,861	768,367	1,075,000	631,646

## APPENDIX U.

*vide* reply to question 60.

## Sea Freight on Coal in 1924.

## FROM CALCUTTA TO BOMBAY.

Per ton			Per ton.		
	Rs	A. P.		Rs.	A. P.
4th January 1924	. 8	8 0	20th June 1924	. 8	0 0
11th January 1924	. 8	8 0	27th June 1924	. 8	0 0
18th January 1924	. 8	8 0	4th July 1924	. 8	0 0
25th January 1924	. 8	0 0	11th July 1924.	. 8	0 0
1st February 1924	. 8	0 0	18th July 1924.	. 8	0 0
8th February 1924	. 8	0 0	25th July 1924.	. 8	0 0
15th February 1924	. 8	0 0	1st August 1924	. 8	0 0
22nd February 1924	. 8	0 0	8th August 1924	. 8	0 0
29th February 1924	. 9	0 0	15th August 1924	. 8	0 0
7th March 1924	. 9	0 0	22nd August 1924	. 8	0 0
14th March 1924	. 9	0 0	29th August 1924	. 8	0 0
21st March 1924	. 9	0 0	5th September 1924.	. 8	0 0
28th March 1924	. 9	0 0	12th September 1924	. 8	0 0
4th April 1924	. 9	0 0	19th September 1924	. 6	8 0
11th April 1924	. 9	0 0	26th September 1924	. 6	8 0
18th April 1924	. 9	0 0	3rd October 1924	. 6	8 0
25th April 1924	. 8	8 0	17th October 1924	. 6	8 0
2nd May 1924	. 8	8 0	24th October 1924	. 7	0 0
9th May 1924	. 8	8 0	31st October 1924	. 7	0 0
16th May 1924.	. 8	8 0	7th November 1924	. 7	0 0
23rd May 1924.	. 8	0 0	14th November 1924	. 7	0 0
30th May 1924.	. 8	0 0	21st November 1924	. 7	0 0
6th June 1924	. 8	0 0	28th November 1924	. 7	0 0
13th June 1924	. 8	0 0	5th December 1924	. 7	0 0

# APPENDIX V.

Write reply to question 61

## EAST INDIAN RAILWAY

Statement of claim for rebate on coal and coke (excluding Bunker coal) exported by Messrs \_\_\_\_\_ and Company  
for the month of \_\_\_\_\_ 1924 Total weight of coal exported at per Bills of Lading herein referred to \_\_\_\_\_ Tons  
Weight carried by East Indian Railway as under \_\_\_\_\_ Tons, Bengal Nagpur Railway \_\_\_\_\_ Tons

DECLARATION NOTE		Colliery from	Despatch station	Destination station	Weights as per Bill By Bill	Rate per ton	Amount	Reference to Bill by coal freight Bill	Weight exported by wagon	Actual freight ex- cluding ter- minals and extra charges Rate per ton	Amount	25 per cent Rebate	Remarks
Date	No												
					Tons Cwt	Rs A P	Rs A		Tons Cwt	Rs A	Rs A	Rs A	

**A BURBIDGE, Esq., Coal Manager, The East Indian Railway,  
F. E. ROBERTSON, Esq., Chief Operating Superintendent  
and N. A. S. BOND, Esq., Rates and Development  
Manager, the East Indian Railway.**

*(Oral Evidence—January the 21st, 1925)*

*Mr Robertson* As regards the suggestion that our troubles in the coal-fields are due mainly to the opening of 200 new collieries, we should not put this down as one of our chief difficulties. It has meant more work, but it has made no great difference because the total raisings have remained fairly steady. The chief reason for our difficulties has been that the wagon stock was left in a very bad state of repair after the war. Now it is getting better the running of trains and the turn round of stock are improving.

*(i) Staff*

**1 Organisation of staff for coal traffic—(To Mr Banerjee)—Mr. Robertson**—The allotment officer gets Rs 500 per month.

*Mr Burbidge* As to length of service, the allotment officer at Dhanbad has been many years in the post, but the one at Asansol is new, his predecessor having been transferred on promotion. I do not agree that there are "lots of complaints" in "Commerco" and at meetings of the Indian Mining Federation against the allotment officers or method of allotments.

*Mr Robertson* I do not think that there are any complaints against them. As regards the suggestion on page 59 of the Report of the Coal Conference in 1912 I maintain that we do have a highly qualified efficient and special staff to deal with these matters. *Mr Burbidge* The new man at Asansol is highly qualified he is not without experience.

*Mr Robertson* The District Traffic Superintendent never made the actual detailed allotment, even in pre war times. His function was merely to supervise and to decide what would be the basis of allotment, i.e., half on basis or three quarters on basis, etc.

I think Mr Banerjee is under a misapprehension. "Allotment" (as it is used in the Report of the Coal Conference) means deciding the number of wagons to be allotted. This work is now done from headquarters and was never done by the Allotment Officer. The allotment to individual collieries was done by a branch of the District Traffic Superintendent's office and is now done by the Allotment Officer.

*Mr Burbidge* We give two orders daily from headquarters at 12 we issue our main orders and at 4 o'clock they ring up from the coalfields giving the approximate indents and prospects then we give fresh orders.

*Mr Robertson* It is not a fact that late indenters can get wagons before previous indenters out of their turn except so far as this is sanctioned by the Coal Transportation Officer.

*(ii) General questions of wagon supply*

**2 Total amount of coal transported—Mr Robertson**—The weight of coal moved recently has been higher than it has ever been before and there have been fewer complaints about a shortage of wagons.

*Mr Burbidge* We have been giving "full on indent" during the last six months.

*Mr Robertson* We did specially well just before the Pujas when normally complaints might have been expected.

*Mr Burbidge* I am putting in the following statement of coal traffic to Hilderpore Howrah and Shalimar. The Bengal Nagpur Railway do not send wagons to Howrah they do to the other places.

## EAST INDIAN RAILWAY

## Coal Traffic

Year	To Howrah	To Killerpore Dock	To Shahmar
	Tons.	Tons.	Tons.
1912	687 194	3 363 017	333 229
1913 14	694 940	2,489 906	395 108
1914 15	66 438	2 199 745	406 698
1915 16	639 687	1 366 191	357 074
1916 17	657 722	1 477 407	376 948
1917 18	613 83	698 505	306 416
1918 19	600 497	1 030 957	319 357
1919 20	471 182	1 708 569	398 364
1920 21	759 095	2 254 534	386 727
1921 22	669 003	1 364 181	406 037
1922 23	590 191	1 079 016	441 355
1923 24	513 065	1 102 383	478 551

(To Mr Bray)—Mr Robertson As regards the question how far the increase in the amount of coal moved has been due to rakes we supplied rakes previously also though not half rakes Mr Burbidge It is hard to allocate the credit between rakes and other factors

3 Number of wagons supplied to coalfields—Mr Burbidge—As regards Note (a) to the statement in our written reply to this question for coal loaded at Bhowra for Cawnpore for instance the Bengal Nagpur Railway provides the wagons and we do the invoicing and collect the freight

4 Number of wagons supplied to other traffic—Mr Burbidge The following is a statement of total earnings on general merchandise and on public coal

## Earnings

Year	General merchandise	Public coal (including coal for foreign railways)
	Rs.	Rs.
1912	3 84 99 761	3 03 75 780
1912 13	3 79 41 908	3 13 54 030
1913 14	3 75 17 203	3 03 43 551
1914 15	3 99 05 566	3 34 51 932
1915 16	3 94 86 183	3 44 36 641
1916 17	4 78 5 447	4 08 31 987
1917 18	3 94 76 068	3 87 91 363
1918 19	4 68 94 0 6	4 37 10 288
1919 20	4 36 69 550	4 08 85 476
1920 21	4 69 37 7 8	4 47 73 587
1921 22	4 87 1 792	3 77 23 836
1922 23	5 76 90 697	4 71 50 577
1923 24	5 89 17 661	4 80 38 930

**5 Distribution of empties between coal and other traffic—Mr Burbidge.**—Our remark that we aim at the proportion of two-thirds for coal and one third for other traffic applies to the whole system. It is correct to say that, although coal produces a hundred lakhs of rupees a year less than general merchandise, it gets two thirds of the wagons. As regards our not working up to this proportion during 1924, I would explain that during certain months of the year we supply full on indent to the coalfields and cannot possibly do more, so at those times the loading of goods is unrestricted. "Full on indent" does not necessarily mean that twice as many wagons are available for coal as for general goods. Mr Robertson. Our reply to question 5 really refers to 1921 and 1922, when there were very heavy demands both for goods and for coal traffic. During those years we kept to this principle, but now with an easier wagon position we do not, and do not need to, restrict goods at all.

**6 Influence of wagon supply of (a) additions to, and (b) pooling of, wagons and (c) general improved facilities—Mr Burbidge.**—It is not altogether correct to say that at present we actually have sufficient wagons (even if other facilities were beyond criticism) to handle the whole coal traffic which might offer. At the same time we could not at present handle more wagons than we actually have. (To Mr Bray).—During the first 17 days of this month a total of 36 000 wagons were allotted to coal as against 30 000 during the first 17 days of January last year. Mr Robertson. We had 1 600 wagons spare yesterday after meeting full on indent. The daily average of 2 050 wagons given to coal is likely to be improved on. (To Mr Legge).—I think that even during the first six months of the year when there is a heavy demand for wagons we can improve on the figure of 2 050 a day in future. As it is we are now being pressed by the Director of Wagon Interchange to take wagons from the B, B & C I, although they might have been expected to require all the wagons that they can get at this time of the year. In March/April when the wagon supply will be really tight I think we can manage to beat the figure quoted.

(Mr Stuart Williams). I should like to point out that there is a growing tendency for seasonal traffic e.g., wheat and seeds to spread itself over the whole year and not to be concentrated as it used to be in one or two months.)

Mr Robertson. (To Mr Legge).—The wagon pool has been of great assistance to us. The amount of shunting saved has been enormous and the improvement in the general position is in my opinion due more to the wagon pool than to anything else. (To Mr Bancroft).—Rakes were given from 1909 onwards. Mr Burbidge. They were temporarily abolished in February 1916. Half rakes were introduced in 1922. Mr Robertson. In 1916 the number of rakes allowed was seven for the two districts per day. My recollection is that Dock traffic had absolute preference in wagon supply at that time. We have not been asked to carry this year the same amount as in previous years when two million tons were moved to the docks.

(To Mr Bancroft).—We were in debt to the extent of 2 213 wagons yesterday under the pooling system. In November we had a debit of 7 000 odd wagons. The pooling system has come to stay apart from the number of wagons available under it there is the saving in shunting the importance of which cannot be over-estimated.

**7 Average turn round of coal wagons—Mr Burbidge.**—In 1912 the turn round is said to have been 5 or 6 days but I have nothing to confirm this. (To Mr Legge).—As regards the average turn round we are still not satisfied and we are watching things very closely.

Mr Legge. There was recently a case in which 50 wagons were loaded at Bani-simulah colliery for the steamship 'Sirsa' these did not arrive at the docks in one rake but instead 36 came on the 7th and 13 on the 8th January while one came on the 9th. I should like to know why it was not possible for the yard master knowing that the 50 wagons had been supplied for that ship to have told his yard staff to set aside one dock line for all the wagons so that they could have been run down alongside the ship as one unit?

*Mr Robertson* Probably it was a different pilot though the same depot station. Also the yard master probably put the first wagons that came down onto a number of wagons for the docks which had for some time been standing in the yard so as to get them off at once. This case reminds one of the advantages of the old days when there would have been a rake of wagons going straight through. We can certainly give a trial to the idea of setting aside a line for a steamer station. At present dock wagons are marshalled together irrespective of steamer stations.

*Mr Burbidge (To Mr Stuart Williams)*—The notice of stations being opened influences allotment but does not influence transportation. The way in which a rake is despatched and worked ignores the fact that a steamer is waiting at the docks. We do not have the running of wagons to Kidderpore followed by any high official. All trains must take their turn. *vide* our written answer to Question 42 *re* preference to dock trains.

*(To Mr Whitworth)*—We can look into the case quoted in which 50 wagons loaded at Damodarpur on one day came down to the docks by dribblets for the Chief Mining Engineer.

*Mr Robertson* They would all have gone down on full train loads of sixty wagons to the docks even if they went by dribblets.

*(To Mr Banerjee)*—*Mr Robertson* It would be a colossal task to get figures showing the detailed running of coal trains and the time (1) from colliery to the weighbridge (2) at the weighbridge (3) in the marshalling yard (4) running (5) for detention at various points and (6) of arrival at the docks. We do not admit that it takes longer now-a-days to get a wagon down to the docks. Every week we get a statement in showing the time taken by wagons in getting down to the docks. The average is 4.5 days including the time in transit on the B. N. Railway on wagons booked from sidings served by that Railway. This figure includes all wagons even if they are 24 days in getting down to the docks owing to damage etc.

*Mr Burbidge* We have just abolished the vehicle movement branch.

*Mr Robertson* There is no object in our knowing what happens to any particular wagon. What we have to check is the general movements from the coalfields. The work involved in checking the journey of 2,500 wagons per day is out of all proportion to the result. We do not admit that the fact of the Eastern Bengal Railway keeping up a Movement Branch staff is any reason why we should do the same. We claim that our wagon miles compare favourably with theirs.

We do not marshal the dock trains at Bandel. We do not admit that to do so would prevent long delays at the docks.

#### (i) Indents and allotment to collieries

9. *Over indenting*—*Mr Burbidge*—As regards the advantage of allowing over-indenting as contrasted with a system of alternative indents in my opinion the former is the more flexible system and fits in better with railway requirements. I admit that the present system of over-indenting is wasteful in that a manager who wants 8 wagons 4 for one destination and 4 for another against a siding capacity of 12 wagons will indent for 24 wagons instead of 8 in order to improve his chances of getting the number that he wants. If wagons are then granted full or indent he is given 12 i.e. 4 more wagons than he really needs. As to this all I can say is that it is up to the manager not to over-indent.

*Mr Robertson* I may mention that every day we get some wagons cancelled for example on the 16th 33 on the 17th 49 and on the 19th 50. This shows that the collieries are asking for more than they want. Unless the manager cancels them in time he has to pay for them. *Mr Burbidge* They can cancel them although we do not give them prior information of what they are going to get because they have their own ways of finding out what is being done. *(To Mr Banerjee)* The percentage of such cases is small and we do not complain of these cancellations.

(To Mr Legge)—The tendency of collieries to over indent also upsets our allotment figures to some extent. The reason why it is allowed is that it helps the smaller collieries. There will be a lot of clerical labour involved in running an alternative indent system, but there would be no difficulty of running the system if the number of alternative indents was limited. We would be prepared to go into this matter more carefully than we have done.

(To Mr Stuart Williams)—I should not think that a small colliery does better than a large colliery on the indenting system. It can only get the number of wagons for which it has accommodation. Mr Robertson. The supply of wagons, in fact, is made on basis and not on the number indented for.

Mr Burbidge (To Mr Banerjee)—I cannot state the number of restrictions on routes. It depends on the routes referred to.

10 Wagon supply compared with indent—Mr Burbidge—The figures show that there is a certain amount of over indenting for loco coal. The reason for this is that loco coal is worked on a programme and we do not allow more wagons than the Chief Mining Engineer has provided for in his programme. We follow exactly the same procedure as we do for our own loco coal. If a contractor asks for more wagons than has been laid down by our programme we refuse them. For example if the programme allows him six on a certain day we would not give him 8 or 12, even if he indented for them.

(To Mr Legge)—The collieries tend to over indent when they have fallen into arrears, or, for example, when holidays are near, on which loading will be impossible. The excess of indents over supply is due to the collieries not having indented up to the programme on previous occasions. This might be due to their having loco orders as well as orders for rakes and half rakes.

(To Mr Whitworth) A colliery might miss its supplies owing to an accident on the line. In that case we should make up the deficiency but only with the permission of the Government. If we did it without such permission we would be making arrangements and also upset industrial arrangements and also upset industrial arrangements. A route is restricted we cannot send wagons on such a route. It is not possible to give wagons for loco coal over such a route.

#### (iv) Capacity to handle coal traffic

11 Wagon capacity of coalfields—Mr Burbidge—We are working up to our total average capacity. The reason for our not doing so last year was mainly the want of wagons. (To Sir Rajendra Nath Mookerjee)—By this I do not mean that the total number of wagons in India was necessarily short, but the wagons were not available for our use for coal. They might have been higher up the line or they might have been coming down to us.

(To Mr Banerjee)—We run two trains from Bokaro siding and one from Kargali. The figure of 50 for Bokaro is an average figure. It should not therefore be 100. It is correct as it stands. I refer our reply to Question 18.

12 Maximum capacity for export and bunker coal—Mr Burbidge—On the figures which we have given in our written reply there would be a margin of 200 wagons for the Docks and Howrah if the coal were offering. Mr Robertson—But as a matter of fact we are now doing very heavy down wards traffic and we find it difficult to do more. Our nominal capacity below Burdwan is 30 trains and we are now running 26, 27 or 29. Mr Burbidge—However we might do another 100 wagons say two trains a day.

Mr Robertson—As regards the Ondal Khana section we do not propose to double the line on this section at present but the running capacity of the section will be improved by the alterations which are now in hand in the Burdwan yard and by the additional sidings to be provided at Bangle. We think that by the rearrangement at Burdwan we can increase the capacity up to 45 trains. Also we set great hope on the Ballv bridge which is not finally sanctioned yet.



(To Mr Legge)—The places where these measures will be taken are outside the Ondal Khana section, but they will improve running on it

Mr Burbidge—I should like to point out that traffic to the Docks fluctuates a great deal as the following figures will show. There are only three boats now loading coal and only one expected

### THE COMMISSIONERS FOR THE PORT OF CALCUTTA

*Kidderpore Dock Berthing List for 20th January 1925*

#### COAL BERTHS

Berth No	Name	Berthed.	Leaving	Vessels following	
				Name	Due
15					
16					
17	Hartfield (C)	10 1	21 1		
18					
19					
20	Out of commission 16th January 1925				
22	Binfield (C)	15 1	21 1		
23	Winfield (C)	11 1	22 1		
28				Electro Stavrondi (C)	22 1
H H					
R S					

Vessels delayed awaiting coal—Nil  
C = Coal exports

I think that there is no way in which the railway can keep the collieries posted with information as to when there will be a change in conditions of supply owing to restrictions even though I recognise that the information would be of the greatest assistance to firms dealing in export coal. The collieries keep in touch with the District Officer and this is as much as can be done. I could not at present tell you for example what wagons will be given to-morrow. The only way in which theoretically anything could be done would be to ring up the collieries in the evening and tell them what is going to happen in the morning but there might be a big accident meanwhile which would upset the proposed arrangements altogether. I am quite prepared to do all that I can to help, but it is difficult to make any practical suggestion. Mr Robertson—If an accident occurs that is likely to stop the flow of the empties, we might give special information, but normally the collieries know what the supply is likely to be. If any one came and asked how matters stood we could tell him but we do not know the individual collieries interested in shipments from day to day. Mr Burbidge—(To Mr Legge)—I agree that if preferential supply were given to export coal as in 1916 it would be the best remedy for this difficulty.

(To Mr Stuart Williams)—Mr Robertson—In the last para in Question 12 the word 'by' is not a misprint for 'to' in the remark that the maximum amount that could be handled might be increased by about 800 wagons a day. The remark does not refer to the amount of coal coming down to the Docks, but to down country traffic generally.

Mr Burbidge—We would be prepared to consider, I think the suggestion that a responsible railway running officer might be seconded for a time to the Port Commissioners, so as to learn the details of their work and the difficulties which they have to face.

Mr Robertson—I think that it is a matter to be put to the Agent, but there is no objection so far as this Department is concerned.

## (v) Working of sidings

**13 Working of sidings**—(To Mr Jegge)—Mr Burbidge—The main reason why there are complaints about irregular times of wagon supply in collieries worked on the 20 hours system is that the pilots are detained waiting for empties

Mr Robertson—It would not be an improvement to send out the pilots without the wagons for which at present they wait. What happens now is that the day before the supply, when the allotments are made from Calcutta, prospects as reported may be very low but we anticipate that we can do better and so we allot more wagons. If we do not hold to the allotment it means later a lot of calculations for if the wagons are not supplied according to allotment the Railway must make up the figure later. The alternatives to be faced are either that the pilots are a bit late in delivering the wagons or that they would be in time and that a couple of hundred wagons perhaps would be left lying on hand for 24 hours. Mr Burbidge—It would lengthen the time of duty for the pilots if they had to go out separately with the late empties, while if the pilots did not wait as they do now and did not go out again the collieries would not get so large a supply of wagons.

## (ii) Weighment, marshalling and despatch of wagons

**14 Weighment, marshalling and despatch of wagons**—Mr Burbidge—Colliery representatives are permitted to be present at the weighbridge when their own wagons are being weighed. Advantage is taken of this only to a very small extent. The men turn up some time or other during the day, but I do not say that they are present when their own wagons go through.

I cannot say how many steelyards we have but I shall give the Committee a statement later. Almost all weighbridges are automatic we are replacing the steelyards with these. The steelyard at Raniganj has been closed and we are weighing at Ondal instead.

Mr Robertson—We do not intend to put in gravity yards at Giridih or Barakar. They are not wanted there.

(To Mr Banerjee)—Mr Burbidge—We do not tell the collieries when their wagons will be weighed. The colliery clerks know well enough when their own wagons are coming along.

I do not admit that there are mistakes in weighing. There is no difficulty in seeing what the weight is on an automatic weighbridge dial. I have done the work myself and know that it is quite easy. The dial is about 4 feet in diameter and there is only the very slightest shake in the needle.

If we put weighbridges in at the sidings which are used for shunting facilities there would have to be a small yard at each. Mr Robertson—I think Mr Banerjee refers to Gathering Sidings. If wagons were weighed on there the pilot would be held up and could not complete his load. Then the question would arise whether the number of pilots would have to be increased. The alternative would be for the pilot to go into the depot station with a small load which is impossible. The weighment could not be done while the pilot was doing other work because there would be nothing to move the wagons.

Mr Burbidge—As regards the proposal that the number of weighbridges should be increased. Ikra was once a weighbridge station but has been closed. Jamuria never was it is not on the main line and if opened as a weighbridge station it would be a sub-depot station. Mr Robertson—It would be no help to the railways but it might be a convenience to Andrew Yule's collieries on that section.

Mr Burbidge—The colliery weigh-clerk gets a free pass and may travel in the pilot brake van. I do not think that if we provide more sub-depôts, it would hurry up the traffic. To show of how little use some of these sub-depôts are I would mention that at Gourangdih weighbridge only some six wagons a day pass through. The only advantage that would be offered by the provision of private weighbridges at collieries would be that we should be free

of overloaded coal in our yards. This is a question which the Agent has considered. Mr. Robertson—It might facilitate getting out train loads if the wagons from a colliery were for one destination.

(To Mr. Legge)—Mr. Burbidge—The weighing clerk at the weighbridge in a colliery would have to be a railway clerk; he will have to know all about the railway rules and would certainly have to be under the orders of the District Traffic Superintendent. Mr. Robertson—I do not think that there will be any risk of overloading at the colliery if the weighbridge were there, because our own man would be there to guarantee safety. The weighbridge would be under us; it would be looked after by our fitters, etc., and we should do everything in connection with it. I mean that the pilot guard would have to do the gunnering. This would increase his shunting hours but probably a colliery that was big enough to put in a weighbridge would be big enough to keep the pilot fully employed.

Mr. Burbidge—(To Mr. Stuart Williams)—I expect that it would involve an extension of the pilot hours, not an addition to the number of pilots. The introduction of private weighbridges would have to be universal, otherwise we would get some wagons coming into the yards that had been already weighed and some that had not been. And this would increase the work of marshalling. (To Mr. Whitworth)—I agree that the Kargali weighbridge is of use to us, but that traffic is being dealt with very specially. The wagons from Kargali go through Katras; they take only half an hour there because we merely have to reverse the engines. Then they go to Gomoh where they are looked over by the Carriage Examiner; you may take three hours for that. Mr. Robertson—You had better say five hours. Mr. Burbidge—You might say then that they take half a day in the marshalling yard. I agree that on this calculation the installation of weighbridges in large collieries would save about two days in the yard if the wagons concerned were for one destination. I agree that if the Chief Mining Engineer would always arrange that the trains were made up at other collieries as they are at Kargali it would save time to have private weighbridges in collieries. Mr. Robertson—It would not save time in the marshalling yards if the wagons were in half racks. Mr. Burbidge—The whole thing needs a lot of consideration.

(To Mr. Legge)—Mr. Robertson—Personally I prefer to have the weighbridges where they are. When you concentrate such work you speed it up. With weighbridges in the yard you can supervise them adequately; if they are spread about they are difficult to control. It would only be for the convenience of collieries that we would consider sub-depots. I do not think that we could get in a sub-depot on the Kuunda Katras side as suggested by Messrs. Bird & Co. in their evidence before the Committee. There would not be room, probably, at Bansjhora. We shall see whether the idea is practicable.

To Mr. Legge)—Mr. Burbidge—If there were a defect discovered in a weighbridge we should either have to hold up the traffic or pass the wagons on their carrying capacity, although this would mean a danger of overloading and of accidents in consequence. At most places there are two weighbridges; for instance, at Jherriah there is a steel yard as well as an automatic. Mr. Robertson—I have never known such a case so far as I can remember.

#### (vi) Extensions and improvements to depot yards

17. Improvements to depot yards.—Mr. Burbidge—Ansoli is small considered as a depot station. The remodelling of the down yard will not alter its capacity as a depot. Its present capacity is 100 wagons. The present capacity of Ondal is 500 wagons and the alterations will not affect this. (To Mr. Legge)—We usually do all the work of sorting at Ondal. (To Mr. Stuart Williams)—After the alterations at Ondal are completed we would still ask the Docks to separate loaded from empties before de patch upwards.

(To Mr. Banerjee)—Mr. Robertson—I do not think that it will be possible to build a yard which would be big enough to hold the total number of wagons which could be held by all the sidings served by it. Mr. Burbidge—

During these last six months the supply of wagons to the collieries has seldom been restricted owing to the limited capacity of depot stations

(iii) *The 10 hours and 20 hours system of supply*

18 **The 10-hours system**—(To Mr Banerjee :—Mr Burbidge—We cannot work seven pilots within 4 hours from Dhanbad that would be possible only if we could work with clockwork precision which we cannot do, and anyhow the necessity for dealing there with shuttles prevents it (To Mr Legge)—The existing system of working pilots is the result of years of practical experience

(ix) *Overloading and load lines*

19 and 20 **Overloading at collieries**.—Mr Burbidge—I have no statement to show the number of collieries concerned with the wagons on which penalty was realised. Overloading was fairly general. I shall send in figures later. As regards the big increase in penalties for overloading since 1922-23 the scale has been altered frequently. I put in a note on this subject.

*Note regarding penalties for overloading*

Through overloading of coal wagons has been a serious obstruction for many years. In the earlier years no actual penalties were charged under this head. At the Coal Traffic Conference held in October 1912 which threshed out the question fully it was suggested that the margin of loading, i.e. one ton above and one ton below carrying capacity was so meagre that collieries with impunity overloaded wagons to escape the underloading penalty charge. In this year certain proposals were made which have all more or less been carried out as to granting a greater margin in loading and as to suitably marked wagons working on the basis of 47 cubic feet per ton a figure decided on as being the most workable. Despite all these concessions five years saw little improvement. The percentage of wagons overloaded as compared with the total wagons loaded remained unsatisfactory, and eventually in October 1917 it was decided to put on a small penalty. At this time the Government had commandeered all coal, and in the case of "Overload" coal which up to this period was being returned to collieries it was arranged that all this coal should be loaded by the railway and made over to the Loco Department. The first penalty was laid on weight, i.e. Re 1 per ton exceeding 5 per cent of the total quantity despatched which penalty was deducted from the amount paid to collieries for value of "Overload" coal made over to Loco. This however proved no penalty, in fact the collieries benefitted by it. Eventually on the recommendation of Messrs Marshall and Chase of the Railway Board who held an enquiry on the Coal Districts the penalty was altered from a weight charge to a wagon-charge, and this was accepted and brought into force from 1st December 1918 after pressure from the collieries the penalty was reduced from Rs 5 to Rs 2 per wagon allowing 8 per cent. Overloading, however still continued at a high figure and it was finally decided that "Overload" coal should again, as before be returned to collieries and a sliding scale of penalty introduced heavier than any previous penalties but this even has not proved a deterrent as figures show. Details of all penalties imposed from time to time are given below. At the present moment we are working on IV D.

I 1st October 1917 to 30th November 1918—Rs 1 per ton exceeding 5 per cent of the total quantity despatched. This penalty was deducted from value of coal made over to Loco.

II 1st December 1918 to 30th September 1919—Rs 5 per wagon allowing 8 per cent on the total number of wagons despatched.

III 1st October 1919 to 14th November 1922—Rs 2 per wagon allowing 8 per cent free on the total number of wagons despatched.

IV A 15th November 1922 to 28th February 1923—On sliding scale Making over of coal to Loco ceased Collieries were given the "Overload" coal and were required to pay penalties in cash or by cheque

5 per cent and under	Nil
Over 5 per cent to 8 per cent	Rs 3 per wagon
Over 8 per cent to 10 per cent	Rs 5 per wagon
Over 10 per cent	Rs 15 per wagon

IV B 1st March 1923 to 31st July 1923

5 per cent	Free
Over 5 per cent to 8 per cent	Rs 2 per wagon
Over 8 per cent to 10 per cent	Rs 3 per wagon
Over 10 per cent	Rs 10 per wagon

IV C 1st August 1923 to 28th February 1924

Over 5 per cent to 8 per cent	Re 1 per wagon
Over 8 per cent to 10 per cent	Re 1-8 per wagon
Over 10 per cent	Rs 5 per wagon

IV D 1st March 1924 to date

5 per cent	Free
Over 5 per cent to 7 per cent	Re 1 per wagon
Over 7 per cent to 10 per cent	Rs 3 per wagon
Over 10 per cent	Rs 10 per wagon

Mr Burbidge—Even so the number of wagons overloaded is not decreasing according to our latest figures

The overloading by collieries I should ascribe rather to lack of supervision than to reliance being placed on the load line. We have not considered the advisability of doing away with the line. We put it in on the recommendation of the 1912 Conference. I will not say that it does more harm than good but it is only meant as an approximate guide. Mr Robertson—We might find out what use it is by checking results on foreign wagons which generally have no load line mark. Mr Burbidge—A good many foreign wagons now have the lines. The solution would be the use of our formula by which collieries could mark their own load lines, but this was rejected by the trade. A standard type of wagon would to a certain extent be a remedy but the difference in specific gravity would come in. We were prepared to give them a ready reckoner showing every type of wagon and the figures for all specific gravities of coal. This would have saved them the necessity of doing any calculation. (To Mr Banerjee)—We have had no complaints in the Calcutta office that collieries which have followed the formula have none the less been charged for overloading and underloading possibly the District Officers have some

(To Mr Banerjee)—As regards the suggestion that wagons should be detained for reweighment on application from the colliery concerned we cannot hold up wagons indefinitely, waiting till someone from the collieries comes to see them weighed. It would be no solution to our difficulty to say that the demurrage would be paid by the colliery if the Manager's doubts as to the weighment of coal or the correctness of the tare of the wagons turned out to have been justified for what is demurrage compared to the potential earning capacity of a wagon? (To Mr Legge)—Holding up and reweighing such wagons would interfere greatly with the work of the yard. We should have to cut out and bring back the wagons concerned from the middle of other wagons on a siding upsetting the weighment of the wagons that were waiting at the bridge. Also to test the tare of a wagon you have to unload it so if the colliery representative was still unsatisfied when reweighment proved the figures previously given to have been correct it

would be necessary in order to test the tare to hold up the wagon while we unloaded and weighed the tare and this (To Mr Banerjee) would certainly give far more trouble than reloading overloaded coal in the ordinary way

(To the President)—The only way of testing the tare is to put the empty wagons across the weighbridge. We test the wagons if we get specific complaints which seem not without foundation, but the Carriage and Wagon Department tare the wagons carefully before they leave the shops. If a definite complaint were made by the responsible man on the spot there would be a reference to the District Traffic Manager and if he was satisfied that it was a genuine complaint the wagons would be tested. But wear does not increase the tare.

(To Mr Bray)—I am satisfied that the weighments and the recording at the weighbridge are accurate. As to the specific gravity of coal the wagons are marked fairly accurately for Jharia first class coal and the margin of 2 tons would be sufficient for all such coals if the line were followed but the reason why penalties have to be imposed is that there is carelessness at the collieries. (To Mr Legge)—I agree that one reason is the fear of loading contractors that they will be debited with the penalty if they underload. The margin for underloaded coal is sufficient if the loading is done with intelligence.

(To Mr Stuart Williams)—The restriction on loading is definitely to secure the safety of axles and bridges. As to their being permanent of course the adoption of a standard wagon will help but the restrictions depend also on the strength of bridges. If these will not take more than 16 tons per axle, restrictions are inevitable. There is no easy solution if the full economic value of our plant is to be got.

(To Mr Banerjee)—We would not agree to the removal of underloading charges with the idea of reducing the amount of overloading which might as Mr Banerjee suggests to some extent be the result of a desire to avoid paying dead freight. To remove those charges might lead to our hauling non-paying loads. We cannot introduce any system of charging on the carrying capacity of the wagon if we did what would the trade do as regards the acceptance of railway weights by the consumer? The consumer would not like to pay freight on wagon capacity when he received several tons less of coal.

(To Mr Banerjee)—We cannot permit overloading because some wagons can hold far more than the safety load. By 2 or 3 tons, there might be a serious accident. I cannot give any opinion on the suggestion for charging no overweight if the wagon is loaded flush.

(To Mr Banerjee)—The increase in the penalty for overloading was due to the increase in the percentage of overloading. It was not decided in the last agreement made in March last year with the Association and the Federation that if over 5 per cent of the wagons were not overloaded the penalties would be reduced. Also it is not a fact that the percentage of wagons overloaded has fallen below 5 per cent. The total number of wagons overloaded was higher than the number which is shown in our written statement as paying a penalty on overloads. The total percentage of wagons overloaded in December 1924 was 5.43. That was the lowest reached last year. It has not fallen below 5.

(To Mr Banerjee)—After overloaded wagons have been adjusted they are not all of them reweighed and readjusted, but some of them are as a test.

## (2) Demurrage

23 and 24 Demurrage—Mr Burbidge (To Mr Legge)—It is a fact that if 19 out of 20 wagons were loaded and one left unloaded the whole 20 would be left in the siding by the pilot unless the colliery gave a D Note for the others. (To Mr Whitworth)—If the empty wagons were in front it would mean marshalling the whole lot to get the 19 out. If the colliery gave a D Note including the or partially loaded wagon and if all were

is — *Mr Burbidge* — If a wrong wagon is in we do not penalise the colliery where an error is made by the railway

*Mr Banerjee* — Mr Banerjee's insinuation that we do not give proper sorting is answered by the fact that out of 100 wagons or more put in per day the number of unsuitable wagons produced is one or two a day at most. This fact warrants no special mention or special attention. All that happens is that the colliery people lose the wagons that day and it is made up to them later.

*Mr Burbidge* — The District Traffic Superintendent could not give the reason why no wagons or less than allotted had been supplied on the next day's challan but he could do so a few days later, if there was any object in it.

As regards the point that when a colliery has indented for both public supplies and emergency or loco supplies it may get a supply of loco or emergency only although public supply wagons are available, I can only say that we follow the priority laid down in the orders. If a colliery chooses to indent wrongly, that is their affair and not ours.

*Mr Burbidge (To Mr Jegge)* — The way in which we check the work of the Pilot Guards and the time at which they place the wagons in sidings is by comparing one record against another. The check on the supply pilot is by a comparison of the challan entry and the Joint Coal Pilot Report of the Guard and the Driver. These checks are regularly made. There are a number of means of checking. If we suspect anything is wrong we give an Inspector a Joint Coal Pilot Report and let him check it by personal investigation. He will catch the pilot guard out on some point or other if anything is wrong. Generally speaking, we are satisfied with the out-door supervision.

*Mr Robertson* — On the Asansol district we have an out-door officer (called Out-door Assistant) whose time is devoted to supervising the movement of stock. He goes about his district and visits sidings but I do not know that he ever does this by night. In Dhanbad the District Traffic Superintendent is out so much in connection with enquiries (he has a motor trolley and a motor car) that a special out-door assistant is thought unnecessary. He inspects in the morning, so I agree that the railway staff

would expect him then but he ought to be able to keep a close check on their work by his knowledge of the general work being done. The individual check in this district is by the District Inspectors there is also a Controller who knows the movement of every pilot and can say why one pilot took longer than another. I do not think that a special man is necessary on the Dhanbad section. There is usually no night inspection but an equivalent check is possible from observing the results of work. It might help if we told the District Traffic Superintendent to let the Colliery Managers know when he is going to visit their collieries. To have an Out-door Assistant at Dhanbad would mean posting another officer there. We might consider this.

(xi) *Co-operation of Collieries.*

26 Co-operation of collieries.—*Mr. Burbidge*—regards paragraph (c) of our times almost seeming to go same destination together because of a series of wagons and I among 76 wagons loaded for wagons for the three several destinations followed each other 1, 2, 3, 1, 2, 3, 1, 2, 3, etc., as if they had been arranged that way on purpose.

*Mr. Burbidge*—We do our best not to put wagons into the sidings with open and covered wagons intermixed, but if a covered wagon were loaded downwards it would not be stopped. We only ask the collieries if they will try to load covered wagons upwards and open wagons downwards; but there is no penalty if they do not observe the request and it would not prevent them from loading wagons by groups. (*To Mr. Legge*)—I imagine that much of the difficulty is really due to the collieries not being willing to carry coal from a heap to another wagon a little distance away.

*Mr. Robertson* (*To Mr. Stuart Williams*)—Although we ask the Port Commissioners to marshall the open and covered wagons separately at dock junction upwards the wagons are put in to the colliery sidings as they come without any effort being made to keep the open wagons and covered wagons separate. It is impossible to sort them out. The reason why the Port Commissioners are asked to marshall covered and opened wagons separately is that the covered and open empty wagons have to go up the loop line and if they were not marshalled at the docks they would have to be marshalled at Burdwan. From upcountry we bring down empty open and covered wagons on separate trains. We cannot discriminate when supplying the collieries.

(*To Mr. Legge*)—We cannot separate the covered wagons and the open wagons in the depot yards because it would take too much time.

*Mr. Robertson* (*To Mr. Stuart Williams*)—The pilot guard gets a maximum of Rs 210 plus allowances. He can rise to be an assistant Yard Master or even Yard Master drawing up to Rs 530 per month. So it may be gathered that they are quite a responsible class of men.

(xii) *Wagon supply*

29 Supply of open wagons only to particular collieries.—*Mr. Burbidge*—The orders to which we refer in (b) of our written reply are in force now—they were reissued in about April last. We have ordered the District Officers to make a special check and we are assured from time to time that this is being done. No difficulty has been brought to my notice about the supply of open and closed wagons, grouped separately, to pilots before they go out. The sorting of wagons has been immensely reduced by the wagon pool. The amount of work entailed by separating covered from open wagons would, I admit, be comparatively small as contrasted with the amount of marshalling that had to be done before the pool came into force.

*Mr. Robertson*—As regards our reply to (c) there is no guarantee that the open wagons will be used for loading to the docks unless the railways decline to take those wagons anywhere else.



then removed the colliery would have to pay on aggregate minimum of two tons per wagon less than the whole carrying capacity. If the pilot drew out the whole lot with the idea of returning the partially loaded wagons later, there would be difficulty at the depot station. It is of course a fact that to leave 10 loaded wagons in a siding because an eleventh wagon is not ready means losing 24 wagon hours. Mr Robertson—It would be difficult to guarantee the return of the particular wagon to the particular colliery especially if there were a number of such cases on one day and on one section. We might perhaps try it (To Mr Banerjee)—The railways are diffident about introducing this sort of change because one man might make the whole thing impossible, for example by loading every alternate wagon out of 20 or 24. That would mean several shunts to take out the loaded wagons and replace the partly loaded. But if these are at the back and can be uncoupled we could as an experimental measure allow them to remain and draw out the rest while if they are in front we could take away the whole lot and return the partly loaded wagons afterwards. Mr Robertson—In my opinion the troubles of the collieries in connection with demurrage are usually due to lack of supervision on their own part.

Mr Burbidge—I have had a great deal of general experience of collieries. In my experience the Colliery Manager does not supervise despatches but leaves them to the loading Sirdar or whatever the official is called. I agree that this may perhaps be due to some extent to Managers being paid on raisings and not on despatches.

#### (xi) Check on delays in Transit

25 Prevention of delays to wagons—Mr Burbidge—If a wrong wagon is supplied for a certain destination we do not penalise the colliery where an obvious mistake has been made by the railway.

Mr Robertson (To Mr Banerjee)—Mr Banerjee's insinuation that we do not arrange for proper sorting is answered by the fact that out of 2200 wagons or more put in per day, the number of unsuitable wagons provided is one or two a day at most. This fact warrants no special mention and no special attention. All that happens is that the colliery people lose one wagon that day and it is made up to them later.

Mr Burbidge—The District Traffic Superintendent could not give the information why no wagons or less than allotted had been supplied on the next day's challan but he could do so a few days later, if there was any object in it.

As regards the point that when a colliery has indented for both public supplies and emergency or loco supplies it may get a supply of loco or emergency only although public supply wagons are available I can only say that we follow the priority laid down in the orders. If a colliery chooses to indent wrongly, that is their affair and not ours.

Mr Burbidge (To Mr Jegge)—The way in which we check the work of the Pilot Guards and the time at which they place the wagons in sidings is by comparing one record against another. The check on the supply pilot is by a comparison of the challan entry and the Joint Coal Pilot Report of the Guard and the Driver. These checks are regularly made. There are a number of means of checking. If we suspect anything is wrong we give an Inspector a Joint Coal Pilot Report and let him check it by personal investigation. He will catch the pilot guard out on some point or other if anything is wrong. Generally speaking we are satisfied with the out-door supervision.

Mr Robertson—On the Asansol district we have an out door officer (called Out-door Assistant) whose time is devoted to supervising the movement of stock. He goes about his district and visits sidings but I do not know that he ever does this by night. In Dhanbad the District Traffic Superintendent is out so much in connection with enquiries (he has a motor trolley and a motor car) that a special out door assistant is thought unnecessary. He inspects in the morning so I agree that the railway staff



(To Mr Stuart Williams)—Mr Robertson—As regards the statement of witnesses of the committee that wagon difficulties made their mechanical loading plants practically useless I can only say that we have had no definite and continued complaints

29 Double wagon supply to collieries with mechanical loading—(To Mr Legge)—Mr Burbidge—The figures in appendix "A" under 'capacity of plant in wagons per day of 24 hours' must have been obtained from collieries by the District Officers

(To Mr Stuart Williams)—With a view to helping Indian coal to recover foreign markets we could guarantee a wagon supply if there were rakes of 60 wagons being loaded with mechanical plant at the colliery for despatch straight through as train loads to the docks where they would be loaded mechanically into the ship so that some definite guarantee could be given that the coal was from a particular colliery and free from admixture of other coals

31 Splitting up of rakes among collieries on the same pilot-section—Mr Robertson—It has always been the endeavour of the Railway to deal with rakes as with one unit and to carry this out it would be necessary to collect the wagons on the section and this will mean very considerable shunting if the wagons have to be drawn from several sidings a distance apart

It has not been customary to make any special effort to bring wagons for one ship down to the Docks on the same train. As wagons are passed over the weighbridge they are run into the line allotted to the station to which they are consigned and this would account for the wagons on one rake becoming separated as mentioned by Mr Legge. I doubt if it is possible to allot one line for the reception of a rake but we will give the suggestion a trial

Mr Burbidge—Even at Pathardih it would not probably now be possible. Mr Robertson—At Ondal all the 13 down lines have each a separate destination allotted to it. We have made a note however to try what can be done. (To Mr Banerjee)—Mr Burbidge—I know nothing about any splitting up of rakes in pre-war times. Mr Robertson—We did not to my recollection ever split up rakes. So far as I remember a rake was 50 wagons put in at one shunt and taken out at one shunt. We did not even allow half rakes. I was District Traffic Superintendent at Asansol from 1910-12 and at Dhanbad from 1912-13. I can remember only one exception and that was at Prankrishna Chatterjee's sidings. The reason for the exception was that there was no demand for rakes on the Asansol District and the two sidings were within a few hundred yards of each other.

(To Mr Banerjee)—Mr Burbidge—As regards our remark in (a) in our written reply to this question we certainly do not get the same amount of difficulty if rakes are split up between sidings on one section under one management as we should do if the sidings were under different managements. I would refer to our remarks later in the written reply as to the number of collieries answering the present conditions being small.

#### (xi) Prepayment of freight

33 Objection to return to the "freight to pay" system—(To Mr Banerjee)—Mr Burbidge—I know nothing about collieries prepaying freight even if they are not paid in advance by the consumer. All that I can say is that we get prepayment unless the coal is despatched on the bill system. The locking up of money in the prepayment of freight is a point to be settled by the colliery with the consumer. Restrictions in force and the names of consignees to whom booking is stopped are notified on the back of the wagon challans but we cannot, on the analogy of this issue lists of hundreds of names of persons to whom prepayment is compulsory. The present method is the simplest way of meeting our difficulty. I cannot give a statement of the loss incurred on unrealised coal freights as compared with total earnings of coal. No such statistics are in existence.

Similarly we have no statistics showing the proportion of bad debts to total earnings. *Mr Robertson*—We deal with other commodities as to which same problem has arisen in precisely the same way by insisting on prepayment. Instances of this are stone and gypsum, on which we are going to enforce prepayment shortly. This is not in our rate book but is laid down in rate circulars. *Mr Burbidge*—We have introduced a system of bi-weekly payment of freight that is we send out bills twice a week. The bills for the first three days of the month go in on the 8th. No action is taken if payment is not made for 9 days. Then I note on the ledger "remind." Three days later if nothing has been done I say "stop supplies." Thus the colliery has 19 days in which to pay for stuff booked on the 1st of the month.

(xv) *Sidings*

34 to 36 *Applications for sidings.*—*Mr Burbidge*—I have not got a list of sidings for which applications are pending. It will have to be asked for from the Agent.

The total capacity of sidings is shown in the statement which I put in.

STATEMENT OF COLLIERIES, SIDINGS AND LOADING ACCOMMODATION ON E I RAILWAY

	(1)			(2)	(3)
	TOTAL NUMBER OF COLLIERIES			TOTAL NUMBER OF SIDINGS	TOTAL ACCOM- MODATION
	European	Indian	TOTAL		
					Wagons
Dhaubad District	76	339	415	295	7,400
Asansol District	94	155	249	199	6,400
			664	494	13,800

The suggestion that sidings might be put in as private sidings to start with but taken over as Railway or Assisted Sidings later when it has been proved that they pay, depends on the terms on which the sidings are originally sanctioned. There is a case near Ondal in which the railway has taken over an assisted siding which used to belong to six men who never could agree among themselves, with the result that now we can allocate as we please to it. There is no definite basis on which sidings are granted.

(xvi) *Preferential wagon supply for export and bunker coal*

37 *Preferential wagon supply for export and bunker coal.*—*Mr Burbidge*—I suppose that our remark as to serious consequences to consumers in India is based on the reasons for imposing the embargo on export. I do not know whether the railway has considered that three-quarters of the coal exported by sea from Calcutta is intended for consumers in India. *Mr Robertson*—The suggestion for preferential supply was resisted by the Upper India Chamber of Commerce and the Ahmedabad Coal Consumers. I should say that it was a subject to discuss with the Agent.

38 Possibility of preference being conditional on not over-indenting—(To Mr Legge)—Mr Robertson—In giving our reply we did not consider the possibility that there might be no Coal Transportation Officer to authorise special supplies. But would the collieries over-indent? The coal would come down to the docks if they did and we should not allow them to rebook. Again the Port Commissioners might reintroduce a dumping charge if collieries brought down supplies in excess. In the old days when the Port Commissioners opened berths they used I think to declare the amount of coal to come down to each. Mr Burbidge—I may quote two cases recently in which a concern brought down double the amount wanted for the ship actually at the docks on the allegation that they had another vessel coming in very soon.

Mr Robertson—We might decline to give preferential treatment to persistent offenders.

Mr Burbidge—To follow the principle of so much tonnage for each ship as in the days when there were limits on coal-export would mean keeping up a continuous ledger and this would be rather too much to ask of the railways. I cannot think of any practical remedy.

(To Mr Banerjee)—Mr Burbidge—I do not know of any decision having been given against preference to export coal at the Coal Traffic Conference of 1912. When the rake system was started the railways used to adjust advance supplies but afterwards they dropped this system, vide our written reply to question 39.

#### (xiii) Coal Transportation Officer

40 and 41 Value of Coal Transportation Officer to railway.—Mr Burbidge—These are questions really for the Agent. (To Mr Legge)—Besides ordering rakes the Coal Transportation Officer also gives small lots, i.e., anything less than 25. In June-July he authorised a large list of half rakes but latterly has not been doing so because we have been giving full on-indent. His authorisation of rakes to a certain extent reduces the work of the supply pilot and of the clearance pilot but I should not care to say that it has done so to a very great extent. If wagon supplies were divided among the collieries *pro rata* it would increase our work a great deal because there would not be so many rakes to deal with. Large Public Supplies mean a great increase in work.

Mr Robertson—It is a very difficult question to answer definitely. When we do our biggest loading is the time when the Coal Transportation Officer drops out—he drops out because of the increased wagon supply, and that is why it is so difficult to compare conditions.

(To Mr Banerjee)—Mr Robertson—I cannot say that the wagon supply has increased with the number of sidings because there is no sort of relation between the two. No difficulties are being felt by us at present.

#### (xiv) Opening of steamer berths

43 Opening of steamer berths.—Mr Burbidge (To Mr Banerjee)—If a steamer were due on the 13th and the steamer berth was declared open on the 9th there would be no difficulty on six days' notice being given about getting down 6,000 tons in time for loading the ship.

#### (xv) Mechanical loading and unloading appliances at the docks

46 Unloading appliance at Cossipore Power House.—Mr Burbidge—There is a correction to be made in my description of the plant. An open wagon is tipped right over and with such a wagon no door cotters have to be opened.

Mr Burbidge—I shall put in a statement showing how many colliery sidings have been opened on the East Indian Railway since 1912.

51 **Classification of coal for rate charging**—*Mr Bond*—We are charging the maximum on public coal for all distances up to 200 miles inclusive when traffic moves for distances 400 miles and under on and from the 1st April 1922. This maximum was sanctioned by the Government of India Railway Department (Railway Board) on and from 20th March 1922 vide page xxi of Coal Tariff No 36 of 15th October 1921.

We have a group rates from Jherriah based under an agreement with the Bengal Nagpur Railway on 170 miles. Jherriah station is 173 miles from Howrah and Khanoodih 181 miles from Howrah.

54 **Possibility of reducing charges on coal**—*Mr Bond*—I cannot say to what extent our working costs will go down but we are all doing our best to economise.

55 **Rates and terminals for Loco Coal**—*Mr Bond*—Foreign railway export Loco Coal from Jherriah pays exactly the same freight as export public coal that is Rs 4-8-6 less Re 1 rebate or Rs 3-8-6 per ton. (*To Mr Banerjee*) As explained in reply to Question 53 there is a loss on export public coal when carried at public rates. To carry it therefore at Foreign Railway Loco Coal rates and grant the rebate as well would result in further loss. We have asked the Government of India Railway Department (Railway Board) to equalise the Public and Foreign Railway coal rates because from a matter of practical working it is best to have the one rate.

61 **Payment of rebates**—*Mr Burbidge*—The suggestion made by the Bengal Nagpur Railway that the collecting railway might pay the rebate and debit the other railway with a percentage of the earnings is a matter for the Chief Auditor. I suggest that the Agent should be asked about it.

63 **Rebate on other commodities**—*Mr Bond*—I have not made any comparison between the percentage of rebate granted on coal and iron. The rebate on iron is on a different basis to that granted for coal. The Iron Works granted a rebate are those situated at Kulti and Hirapur and before either get any rebate they have to contribute a minimum of 20 million ton miles per calendar year of all traffic over the East Indian Railway. Taking the calendar years 1923 and 1924 Kulti has not touched 20 million ton miles in so far as traffic in raw materials and finished products is concerned but Hirapur has exceeded it.

(*To Mr Legge*)—We hope by encouraging the transport of raw material eventually to get the freight on the manufactured article at a higher rate of freight.

(*To Mr Stuart Williams*)—It is correct that the rebate is also extended to the finished products for shipment but the rate of freight charged on the finished products is higher than that charged on the raw materials. The rebate is granted yearly. I may mention that I disallowed the rebate claimed by one of the Iron Works on scrap iron which is used for the manufacture of pig iron as in my opinion scrap iron is not a raw material. As far as I am aware there is no tendency for the export traffic from Kulti and Hirapur to expand very rapidly.

(*To Mr Legge*)—People would certainly claim a lower rate quoted for one point to be applied differentially to another point.

(xxii) *The working of the coal depots at Howrah and Shalimar*

64 **Position as to the coal depôts**—(*To Mr Legge*)—*Mr Burbidge*—In addition to the rent for depôts we charge a terminal at 4 annas 6 pies per ton for the services which we give including placing of wagons moving them about and shunting generally.

(*To Mr Pray*)—*Mr Bond*—The rate charged for coal to Shalimar Coal Yard is Rs 4-8-6 per ton. On coal brought down to Kidderpore Docks the East Indian Railway pay to the Port Commissioners a terminal of Re 0-4-6 per ton collected from the public plus a terminal of Re 0-4-7 from the revenue of the East Indian Railway. We do not pay the terminal

of Re 0-4-7 per ton from East Indian Railway revenue to the Port Commissioners on bunker coal at the Shalimar Coal Yard and are therefore Re 0-4-7 better off. At Howrah we pay nothing to the Port Commissioners on coal as we do the terminal work ourselves.

**65 Coal Depot rents.**—(To Mr Banerjee)—Mr Bond—We cannot charge rent at the Depots on the basis of 6 per cent on the original capital value of the land as suggested on general principles by the Inchcape Committee. The original value of the land has considerably increased and it would be most trouble-ome to have to assess it yearly.

Mr Burbidge—There are 94 applicants waiting for accommodation at Howrah and the only way in which to avoid unfair discrimination is to charge a commercial rate. So we came into line with the Port Commissioners.

(Mr Banerjee—You show your working expenses at Rs 60,000 and the rent realised at Rs 26,000 but you are charging terminal charges as well and I would ask why you do not reduce your terminal charges which were only imposed in 1920.)

Mr Robertson—Mr Banerjee forgets that we have to pay Rs 6,000 to the Port Commissioners for dredging.

Mr Bond—It is true that in the past out of the goodness of our hearts no terminal charge on coal has been levied at Howrah but with working expenses on the increase and better facilities provided from time to time a reasonable terminal had to be imposed. It cannot be said that the coal trade has been singled out for unfair treatment in the matter of terminals as it will be seen from Chapter IX of the East Indian Railway Goods Pamphlet No 1 that varying terminals are also being levied on merchandise coming into Howrah. The special facilities provided for the coal trade at Howrah embrace special sidings, depots, shunting engines, shunting staff and shoots and other services rendered. Even with the terminals I have shown in reply to Question 53 that there is a loss of Rs 107-4-0 per train.

Mr Burbidge—I cannot say how often dredging is done and I do not know who decides when it is to be done.

(Mr Stuart Williams—I may explain that the Port Commissioners are not responsible for the depth of the water at the depot we only dredge there occasionally when we are asked to do so. From July to October there are big freshets which scour out everything but during the months from January to May silting goes on and then it is very difficult to keep everyone satisfied.)

Mr Burbidge—I suppose then that, when our engineers think dredging to be necessary, they ask the Port Commissioners to do the work. It is only at low tides that the shoots cannot be used. Generally speaking they can be used for 6 hours a day, but only one boat could come alongside the shoot.

### (xxx) Prevention of pilferage

**66 Pilferage from Wagons.**—(To Mr Banerjee)—Mr Burbidge—We have appointed a Watch and Ward Superintendent to deal with pilferage and hope to get very much better results. I put in a list of proposals by the Watch and Ward Superintendent for walling and fencing of yards.

#### Proposals of Watch and Ward Superintendent

Fencing	Howrah
Fencing	Bardel Junction (Boundary wall)
Fencing	Gva Station and the Marcelling Yard (Boundary wall)
Fencing	Cawnpore
Fencing	Ghaziabad
Fencing	Bhadreswar

Fencing	Bamangachi
Wall	Chowpohuli
Fencing	New Transhipment platform at Moghabera.
Wall	Betia
Wall (crowning)	Near goods shed at Betia
Boundary wall	Asansol
Fencing	Turba

*Mr. Robertson*—The proposed legislation is I think based on a Madras Act; the idea is that a man in possession of coal would be liable to have to explain where he got it from. The East Indian Railway approached the Bengal Chamber and got their support. If a man is found coming out of the yard with a basket of coal or anything else he will have to prove that he got it honestly.

*Mr. Burdidge*—We are building a wall round the Asansol yard; it is not yet finished.

*Mr. Robertson*—We have separated the goods shed at Howrah from the coal depot by a corrugated iron fence.

*(To Mr. Legge)*—We are improving the class of chowkidar. We have been recruiting entirely new men and I believe have got rid of the whole of the old chowkidari force; they found that the opportunities for loot were more than they could resist. The chowkidari force now is entirely separated from the rest of our staff.

#### (xxv) General recommendations

**C. Suggestions for quickening coal transport and stimulating export of coal.**—*Mr. Burdidge*—As regards rakes we do not endeavour to keep the coal wagons for particular steamers together. We have had cases where rakes were split up, but the existing orders are that they should run as rakes. What I meant in the printed answer was that for export purposes small loadings should be eliminated; collieries should load by fifties or sixties, not ten wagons from one colliery and fifteen from another, etc. I am not blaming the collieries for this; the managing agents split up the orders.

*(To Mr. Bray)*—We have not worked out a figure such as the 34 days for wagons for the time which it takes for a rake to get down to the Docks. We simply took all the wagons and did not get different figures for rakes separately. It should be within two days.

*Mr. Robertson*—We are going to pay more attention to this point.

*Mr. Burdidge*—As regards the suggestion by the Agent of the Bengal Nagpur Railway that wagons might be left standing at the Kharidpore docks for two or three days with coal for export, we should certainly run short of empties.

*Mr. Robertson*—But I am certain that this would not be necessary and that the coal can be brought down in time. I think that rakes would in the ordinary course get down more quickly than would wagons which have to be collected. We could not I think undertake to collect wagons for a ship unless they were in rakes *(To Mr. Walcott)* or unless they were loaded at collieries very close together.

*(To Mr. Dinwiddie)*—*Mr. Burdidge*—The Bailly bridge will connect at Dum Dum Junction. We shall not have the same difficulties there as we have now on the Bandel-Naihati section because there will be a flying junction at Dum Dum.

**To Naihati Docks Section.**—*(To Mr. Legge)*—*Mr. Robertson*—As regards delays on the Naihati-Bandel section which the Eastern Bengal Railway ascribe to the East Indian Railway's failure to clear loads from the Eastern Bengal Railway, we have no trouble now because the working of the Naihati section has been revised. The Eastern Bengal Railway ascribed the



to our failure to clear empty loads and they were sending back the shuttles light. Now after a meeting of officers in mid December, we have cleared the matter up.

Train engines are not going through to Naihati and we still shuttle. The Loco Department protested against the proposal because of the long hours on duty for engine staff coming down from Asansol and Ondal. There was also the difficulty about the engines being too heavy for the bridge. Co-operation between the East Indian Railway and the Eastern Bengal Railway is improving. There is now close co-operation.

(xxvii) *Coke*

63 *Coke* —(To Mr Banerjee)—Mr Bond —The reason why the charge for coke works out higher than for coal is due to the fact that coke is lighter and bulky. It should also not be forgotten that coke is more valuable than coal especially 'hard coke'.

Mr Robertson —Traffic is charged what it can bear.

G. L. COLVIN, Esq., C.B., C.M.G., D.S.O., Agent, East Indian Railway.

(Oral evidence—the 25th January 1925.)

(i) Staff.

1. Organisation of staff for coal traffic.—We prefer to have our Coal Manager in Calcutta rather than on the coalfields like the Bengal-Nagpur Railway because the actual operating work is under the Divisional Superintendent at Asansol and the work of the Coal Manager is largely liaison with the coal trade and general administrative work which can be done best in Calcutta.

(ii) General questions of wagon supply.

2. Total amount of coal transported.—Since the wagon pooling system was introduced we have generally enough wagons, especially since the last eighteen months. It is not only the East Indian Railway wagons that affect the question, but the wagons of all the railways in India, now that there is a common pool. So lack of capacity has been the worst trouble although during the last six or seven months we have been practically meeting all demands in full.

(vi) Weighment, marshalling and despatch of wagons

14 Weighment, marshalling and despatch of wagons.—As regards the question whether it would be advisable to put in weighbridges at the large collieries, I would ask you in return how is weighment to be done? Will the collieries hand-shunt the wagons? So far as operating goes, the suggestion that the big collieries should have their own weighbridges and their own locomotives as the Chief Mining Engineer has in his Kargah colliery and that the railways in return should reduce their terminals is in my opinion quite a helpful one. Anything which gets over the difficulty of over-loading wagons would be a help to us. At the same time economically the scheme would have the disadvantage that there would not be enough work for a weighbridge clerk in one colliery: the biggest colliery would only despatch 50 or 60 wagons in a day and the weighment of these would not occupy a man's time fully. It is worth considering whether this waste of staff would be compensated for by other advantages. To work a man for only 1/4th of a day would certainly not be economical.

I fancy that we should have to have our railway staff to work the weighbridges unless there was some arrangement for accepting colliery weights and this would undoubtedly cost more. Certainly the pilot guard could not work the weighbridges in colliery sidings, that would choke the whole section. The great advantage offered by the whole scheme is that the pilot will not be delayed.

We should have no objection if collieries liked to take the trouble to weigh empty wagons as well as full wagons as it is said they do in England. But we should still charge, probably, on our own rates.

We check the wagon-tare every time that the wagon goes into shop. It must go into the shop every two years and it may go in more often. Our trouble is that we get wagons on our system from every railway in India and we cannot guarantee the tare of wagons from other lines. It would not be possible to hold up wagons of which the tare is suspected to be wrong, once the wagon was loaded. It would be very difficult to hold up the work and empty the wagon in order to check the tare. All that could be done would be to make a note of the number of the wagon and arrange for it to be checked when next it went into the shops and that might be a matter of months.

(ix) *Overloading and load lines*

19 and 20 **Overloading at collieries**—As regards the suggestion that one type of open wagon should be standardised on the East Indian Railway I should say that the open wagons are practically standardised already. The Indian Railway Conference Association's wagon is a standard type and has been adopted by the E I Railway. There must necessarily be four or five different standard sizes because some of them are needed for military and other purposes. As to the idea that the wagon should be such that it can be loaded flush without overloading the new big type of I R C A wagon needs practically no piling of coal at all.

I can give no suggestions for avoiding overloading beyond those included in my printed note. We rather conclude that the load line is a snare and a delusion. I may mention that I asked a representative of one of the big home firms to see if they could design a wagon which would record its own load but I presume they found the problem insoluble because I never heard further from him on the subject.

(xi) *Check on delays in transit*

25 **Prevention of delays to wagons**—As regards the complaint of the collieries that they never see a gazetted officer visiting their sidings and that more inspection of the work of the subordinate railway officials should be done by gazetted officers, we have an out-door assistant for this sort of work at Asansol but I do not think that this is the correct way to solve the difficulty. An officer cannot cover much ground by carrying out actual personal inspections; the best check that he can exercise is the general check on results which he can make in his office from reports, returns and statistics received. If he goes out personally he can only visit a comparatively few yards and it is very rarely that if he tries to interfere in the work he can do much good.

As to the monthly meetings of the railway officials and colliery managers on the coalfields I was away when they used to be held and have no personal knowledge of them. I am not sure that it would be any use to re-introduce them; either nothing would come up for discussion or far too much. I can foresee that the time of my officers would be wasted in preparing voluminous written statements and figures to satisfy the Committee. You would have no idea of the amount of work of this kind that is involved in meeting requests for information from my Advisory Committee. I very much doubt the necessity for these suggested monthly meetings. The colliery managers as it is are always meeting the railway officials either socially or otherwise and it is not my experience that they are ever backward in voicing their complaints on any occasion. I do not like management by a Committee. We might try the meetings again perhaps, though I am very doubtful of their utility.

(xiii) *Wagon supply*

28 **Supply of open wagons only to particular collieries**—As regards paragraph (f) of our written reply, if anybody does not get open wagons in spite of the definite orders which we have issued, we shall take up the matter very strongly if he will only report to us.

(xiv) *Prepayment of freight*

33 **Objection to return to the "freight to pay" system**—Even if the Bengal Nagpur Railway have no objection other railways have. The movement started from other railways which had suffered from not obtaining payment of their freight; it first started with the North Western Railway and then the Great Indian Peninsula Railway came in. We are interested to some extent as regards our up-country stations. I do not agree that the system is hard on collieries; why should they not make the consumers' pay? However, this is a matter to be considered by the Railway Con-

ference Association, because it affects all railways and it also concerns the Railway I

this matter

short distance

might be put

(xx) *Sidings*

34 Applications for sidings—I cannot say whether two or three sidings are given to certain collieries without their furnishing any additional traffic unless I know the details and have time to go into the matter

As regards the alleged delay in sanctioning sidings and the procedure for minimising any such delays, I suppose there are two main reasons why sanctions are delayed

- (1) the applicant cannot convince us that the siding will be remunerative or
- (2) we have not got sufficient second hand rails this latter cause applied chiefly during and for a period after, the war when no new rails were available, but things are now getting better in this respect

I admit that there have been delays in sanctioning sidings but they are chiefly the result of these two causes. I do not think that it would be any remedy to say that firms might put in sidings at their own expense on the railway would take cost as a matter of received from people

The minimum amount of traffic that would justify the installation of a siding depends on the cost of the siding. We like to see a return of 7 or 8 per cent.

(xii) *Preferential wagon supply for export and bunker coal*

37 **Preferential wagon supply for export and bunker coal.**—A preferential wagon supply for export-coal would affect industries to some extent. You have only a certain number of wagons, and at times of shortage the more you divert to one thing the less there are for another.

Even though most of the coal exported by sea goes to Bombay yet one must consider the result of encouraging this traffic from the point of view of the industries in the middle of India the Upper India Chamber of Commerce, for instance might have something to say about it. Of course the whole question falls to the ground if we are able to continue arranging for a good supply of wagons.

The practical measures possible for insuring punctual arrival of export coal at the docks would be our general proposals for new lines and yards and in particular for the down yard at Asansol and the avoiding line there there is also the Bally bridge. We are now working tight and a very small thing an accident for instance, is sufficient to throw us out badly. We have no margin against eventualities.

The Ballv bridge scheme is up before the Railway Board. It is a proposal for a double track bridge the main lines of it will be apparent from the plan which has been given to the Committee. It will have easy grades of one in 500 and no bank pilot engine will be needed. The junction at Dum Dum will be a flying junction, i.e., will pass over the E B S Railway main line.

I should have no objection at all to the suggestion of the Port Commissioners that we should exchange a Transportation Officer with them, keeping our man a month or two at the docks and then having theirs for a month or two on the coalfields. I think it would be quite a sound idea.

and might do good. A senior assistant of about thirty years' old would be suitable. I admit that the average time of four days to the dockyards from the colliery siding is unsatisfactory. It is with a view to its improvement that we are going in for extra facilities. We have had the matter in hand for a long time and crores are being spent or are proposed on the downwards traffic facilities from Dhanbad to the docks. When all these facilities are ready it will be a great help.

#### (xiii) Coal Transportation Officer

40 and 41 Value of Coal Transportation Officer to railway—To the suggestion that we might keep three classes of preferential supply for loco, export coal and works of public utility and distribute all other wagons *pro rata* to the collieries as agreed to in pre war times by the coal trade, our attitude is that for distribution of wagons we work under the orders of the Coal Transportation Officer and if he asked us to work in a certain way we shall fall into line.

To say whether the Coal Transportation Officer would be needed if such a scheme were introduced is not easy. Who would define works of public utility? If there were a list of these and no industries or mills could claim preferential treatment I do not imagine that granted these conditions, the Coal Transportation Officer would be necessary.

I am not prepared to say whether if the Coal Transportation Officer were abolished the railway would distribute *pro rata* as in pre war times. It is a hypothetical question which I cannot answer off hand. If occasion arises for it to be answered we should first have to consult the Indian Mining Association and the Indian Mining Federation.

#### (xiv) Railway freights and terminal charges

49 Rates and terminals for export and bunker coal sent to Calcutta—As regards giving seasonal rates a trial and seeing by actual test whether they would not reduce the pressure during the busy season I have nothing to add to what I said in my written reply. We went very fully into this matter when it was raised last year and we reported on it to the Railway Board.

Last year I may say, we had practically no slack season in contrast to the year before when the slack season was very marked. The real reason why last year despatches were even is that the collieries started the monsoon with heavy stocks. When there are heavy stocks despatches during the rains will be heavy and when the stocks are small despatches will be low. It is a matter apparently altogether independent of prices. The question of wagons does not come in at all during the rains you can assume that wagons will be available. I do not think that any economic law governs the amount of despatches during the rains. It is entirely a question of how much coal is in hand. In 1922 after the strike on our system stocks had undoubtedly accumulated before the rains broke and there were then heavy despatches during the rains. In 1923 I know of no special reason why the demand fell but despatches were very much smaller. Presumably this was because we had given heavy despatches in the previous part of the year and the collieries had no stocks. Capacity would come in as well as wagons in regard to seasonal rates, but generally we have a little spare capacity at that time because the general goods traffic falls off during these three months.

54 Possibility of reducing charges on coal—I hope that the tendency shown by our working expenses to come down is likely to continue but it depends on circumstances. I see from to day's newspaper that the Assembly is asking for an enquiry as to the payment of subordinates on the railway staff. If this enquiry is made and if it results in any large concessions to the staff I expect that expenses will go up.

**57 Rates and terminals for loco. coal.**—As regards the bearing of the recommendation of the Inchcape Committee, that railways should run on a commercial basis, upon the grant of preferential rates to foreign loco coal, I can only refer the Committee to the Railway Board

*(xxii) The rebate on coal and its effects*

**60 Effects of export coal rebate**—As regards the suggestion that a rebate should be granted on bunker coal as well as on export coal, I would remark that the special reason for the rebate on export coal was that we were told that it would help the Indian coal trade to capture foreign markets. A rebate on bunker coal would in no way help in this respect. I have no objection in looking into this question, but it is up to the coal firms to put up a case as they did before in regard to export-coal, showing that the rebate would pay us,—not that it has paid us in my opinion as regards export-coal

**61 Payment of rebates**—I am quite prepared to consider the suggestion put forward by the Bengal Nagpur Railway that the collecting railway should pay the rebate and debit the other railway with a specified percentage of its earnings in order to expedite the payment of rebate. I cannot commit myself, but the proposal on the face of it seems to be reasonable

To the suggestion by Mr Banerjee that the rebate might be given on the quantity actually invoiced by the railway and not on the quantity shown in the bill of lading, I should point out that the rebate is a rebate on 'export' coal. We have recently had instances of coal being rebooked from the Kidderpore docks and if the rebate had been granted on railway weights it would have been given in those cases on coal that never left the country. The bill of lading is the only authority on which our Chief Auditor could pay rebates

*(xxi) The working of the coal depots at Hourah and Shalimar*

**64 Position as to the coal depôts**—The engineering staff of my railway are responsible for deciding what dredging should be done at the jetties, then we ask the Port Commissioners to do the work. I can give no information as to the amount of dredging done. We should be prepared to leave the decision as to the necessity for dredging to the Port Commissioners who are experts on such points. We should be prepared to be guided by their expert opinion

(Mr Stuart Williams—The Port Commissioners would have to be paid for the work of course. My impression is that dredging has not been done lately. The difficulty is that at the time when dredging is needed there are great demands on our plant.)

*(xxiii) Coal traffic via Naihati*

**69 and 70 Co-operation between the East Indian and the Eastern Bengal Railways**—As regards the co-operation between the East Indian Railway and the Eastern Bengal Railway, I fancy what the Agent of the Eastern Bengal Railway means is that we ought to run our trains into Naihati without first changing engines at Bandel. I hope to be able to work up to this but it presents the hours on the road are so long that it would be a cruelty to the drivers to ask them to take the trains further. There is no proposal before us for strengthening the Jubilee bridge and if the Bally bridge project comes to anything the strengthening of the Jubilee bridge will not perhaps be necessary. My own view is that it would be impossible to strengthen the Jubilee bridge under traffic. It is too old and the construction of it is too awkward

We do not marshal trains for "via Naihati" but hand over the wagons for marshalling to the Eastern Bengal Railway who now have a big yard at Naihati where they can do it. This saves delays and is a question of convenience. Suppose that we have 25 wagons for "Up from Naihati"

and 25 wagons for "Down from Nuhati" it saves time to send the whole 50 down to Nuhati on the same train instead of keeping them in our yards until we can make up two full trains each of 50 wagons for the two directions. The Eastern Bengal Railway also have traffic for those two directions and with these in addition to our wagons they can make up full trains.

### *Recommendations of the Coal Conference of 1912*

We have not constructed the yard at Bandel for marshalling wagons which was suggested by the Conference. It is lucky we did not do so because a lot of traffic which was then expected to go into Bandel now goes direct from Burdwan via the Burdwan Howrah chord and with the Bally bridge in existence even more traffic will avoid Bandel.

Marshalling of trains which will cross the Bally bridge will be done chiefly in the weighment yards because the traffic will mostly be coal for the docks. The Bally bridge connection will take off from the Burdwan Howrah chord and most of the traffic for it will leave the main line at Burdwan via the chord. I think that it is a seven miles shorter lead from the chord line than from the main line.

As regards the recommendation of the Conference that there should be an additional line between Burdwan and Bandel there is now no necessity for it because the Burdwan Howrah chord has taken its place. Similarly as to their suggestion that the line between Asansol and Burdwan should be quadrupled we have a quadruple line only between Khana and Ondal. There is a third line between Asansol and Ondal now. We recently considered the question whether we should increase the number of lines between Ondal and Khana to three or four and it was the opinion of our expert officers that with the quickening of the passage of trains over this stretch of line largely as a result of improved facilities at Burdwan and elsewhere the necessity for additional lines would disappear.

The recommendation of the Conference for a sorting yard at Lilooah was not carried out. We found that the Lilooah yard worked perfectly smoothly and traffic goes through it without congestion and without trouble. The returns from this yard are some of the best on the whole system.

**Abolition of rakes**—Rakes were abolished in 1916 but undoubtedly conditions have changed thoroughly since then and the reasons which led to their being abolished then might not apply at all now.

**General conclusions**—I agree that railway facilities are still not all that could be desired although temporarily they are good enough but we are working to improve them and are increasing our facilities enormously. As regards the statement in our reply to Question 2 which shows that we handled more coal in 1924 than ever before the reason is that the improvements are coming into bearing. To show what an improvement there has been I would refer to our average for wagons placed on the coalfields during the last week. It was for five days 2,500 and the best day showed 2,610 that is not our record which is 2,691. The figures were as follows:

20th	2,399
21st	2,535
22nd	2,541
23rd	2,610
24th	2,542
25th	2,121
26th	2,114

Although there was a falling off on these last two days we were none the less supplying "full on intent".

It is a fact that two depots had to go slow on one or two of these days because of their limited capacity although the others were working

full on indent In this connection I would refer to the answer to Question 17, though last week we were once or twice unable to give "full on indent" at Pathardihi and Jherriah depots owing to the limitation of their capacity, this only happens occasionally We sometimes get in a very large number of indents for wagons from sidings in a particular depôt, not always of course, and it would be impossible to arrange our depôts so as to be able always on any one day to handle all the wagons that the collieries wish to put through them I can give figures to show the relative demands made on the different depots, in terms of indents made

As regards the work being done on these depôts, Pathardihi is finished, but we are still hoping to improve the working of the pilots Jherriah is not yet complete Katras is now complete



**(iv) Great Indian Peninsula Railway Company.****WRITTEN STATEMENT**

1 **Coal traffic from different coal fields**—The figures are shown in Appendix A

2 **Number of wagons indented and supplied**—The figures are shown in Appendix B

3 **Overloading**—Wagons are weighed at Junnerdeo and at Ballarshah. Only open wagons are supplied to Chugus and so far as possible to road side stations. We have no complaints of overloading and no penalty is levied. Weighbridges are being installed at Amla and Wardha at which all wagons not weighed at Junnerdeo and Ballarshah will be weighed.

4 **Load line**—The load line for coal marked on covered wagons is based on a specific gravity of 42 cubic feet. All covered wagons are marked with this load line. The load line can only be taken as a general guide.

5 **Open wagons**—A load line is marked on a few open wagons that are capable of taking more coal than the carrying capacity. G I P open wagons not marked with a load line can be loaded flush with the top.

6 **Suggested substitute for load line**—It would not be satisfactory for each colliery to mark its own load line in chalk on the wagon before it commenced loading. Wagons are not of a standard uniform size, and it is most improbable that a colliery could arrange to calculate the correct position of the load line for each type of wagon before it was loaded.

7 **Freight prepayment system**—(a) The freight prepayment system is in force over this railway for coal. Consignees on occasion failed to take delivery of coal consigned to pay and it sometimes happened that when the coal was auctioned the price obtained was less than the freight due to the Company. It is believed that consumers were able to get cheap coal by forming a ring to buy in coal auctioned as not claimed, the same ring having been responsible for ordering the coal to be despatched bearing. We should object to the alteration of the present rule.

(b) The abolition of the prepayment system for coal on other railways would be objected to on the same grounds.

8 **Demurrage at the docks**—Wagons are interchanged with the Bombay Port Trust Railway and that railway is allowed free time of 24 hours (with an addition of 12 hours in the case of re-loading) before hire charges are levied. Hire charges are at the rate of 1 anna 8 pies per four wheeler (bogie) wagons being reckoned as two four wheelers) calculated on each individual wagon. The recovery of demurrage by the B P T Railway from the public is at the discretion of the B P T Railway and the amount collected belongs to the B P T Railway, except that should the amount collected in any one month exceed the amount of hire payable to the G I P Railway for that month such excess would be credited to the G I P Railway.

9 **Charges on coal from collieries on G I P Railway**—A statement is attached as Appendix C.

10 **Charges on coal from collieries on the E I R and B N R**—A statement is attached as Appendix D.

11 **Charges on coal from Bombay up-country**—A statement is attached as Appendix E.

12 **Variations in charges levied on coal**—(a) Prior to 1st November 1906 the scale for public coal at owner's risk was as under—

	Pie per md per mile
For all distances up to 400 miles inclusive	0 15
For distances in excess of 400 miles	0 10

This scale was chargeable on the total distance from the colliery station to the destination station, railways concerned sharing the total rate in mileage proportion

(b) From 1st November 1906, at the instance of the Railway Board, the following lower scale was introduced from the Bengal collieries only with a view to encourage movement to long distances and thereby assist industries in the Punjab, Gujarat and Bombay —

	Pie per md per mile
From 1 to 75 miles	0 14
Plus 76 to 200 miles	0 12
Plus 201 to 500 miles	0 06
Plus 501 and over	0 03

From the same date the G I P Railway introduced a ghat charge of annas 8 per ton for coal for stations below the ghats

(c) From 1st June 1919 the scale shown in paragraph (a) was cancelled and the Bengal coal scale shown in the preceding clause was made applicable on the G I P for all coal traffic

In addition the following charge was levied by the G I P —

	Annas per ton
Terminal charge at forwarding station	2

(d) From the 1st April 1920 the G I P, East Indian, Bengal Nagpur, Bengal and North Western, Oudh and Rohilkhand, North Western, Bombay, Baroda and Central India, Jodhpur Bikaner, Madras and Southern Mahratta (north east line) introduced a slightly enhanced scale of rates as follows —

	Pie per md per mile
From 1 to 100 miles	0 15
Plus 101 to 200 miles	0 12 5
Plus 201 to 700 miles	0 06
Plus 701 and over	0 05

In addition to the above the following charges were levied by the G I P Railway —

	Annas per ton
Ghat charge	8
Terminal charge at forwarding station	2

(e) From 1st November 1920, the terminal charge of 2 annas was imposed at receiving station also

(f) From 1st April 1921, the scale was further revised, as under, over the G I P and other railways mentioned in clause (d) —

	Pie per md per mile
For the first and up to 200 miles	0 15
For extra distances above 200 miles not exceeding 300 miles to be added to the charge for 200 miles	0 13
For extra distances above 300 miles not exceeding 700 miles to be added to the charge for 300 miles	0 07
For extra distances above 700 miles to be added to the charge for 700 miles	0 06

The ghat charge was made applicable in both directions

(g) From 1st October 1921 the ghat charge was increased to Re 1 per ton and the terminal charge at both ends to 4 annas per ton

(h) From 1st April 1922 the Railway Board sanctioned a general increase in goods rates and from the same date the scale of rates for coal was again revised as under over the G I P and other railways mentioned in clause (d)

For distances 400 miles and under —

	Pie per md per mile
For the first and up to 200 miles	0 165
For extra distances above 200 miles not exceeding 400 miles to be added to the charge for 200 miles	0 130

Rates for distances for over 400 miles remained as before

(i) The increased charges made from time to time were on account of the increased working expenses of the railways concerned. Though the present scale is higher than that which was in force on 1st November 1906 it has not advanced in anything approaching the same proportion as the working expenses

(j) On the 1st August 1923 station-to-station rates were quoted for coal from collieries situated on the G I P at 10 per cent above the minimum authorised by the Railway Board which is as follows —

	Pie per md per mile
From 1 to 300 miles	0 10
Plus 301 to 500 miles	0 066
Plus 501 and above	0 05

These rates only apply to distances over 200 miles

(k) This reduction was rendered necessary by the competition of Bengal coal in the areas served by the G I P collieries. The demand for G I P coal had seriously diminished and it was necessary to take measures to enable it to compete against a coal which has 30 per cent more calorific value. Not only was action necessary on account of the position at the time but to enable the G I P coal to extend its range of demand because of the extension of output in the Central Provinces

13 Existing rates — We have no criticism to offer on the present scale of rates from Bengal coalfields to Bombay

14 Possibility of reducing charges — This Company is not in favour of any reduction in rates for coal they are already very low. To take the question of the rate to Bombay first, the rate for coal from the Bengal collieries is Rs 15-6-0 made up as follows —

#### Via Nagpur

	Rs	A	P
B N Railway proportion			
231 pies per ton per mile × 631 miles	7	9	8
Terminal charge	0	4	0
G I P proportion			
231 pies per ton per mile × 520 miles	6	4	4
Terminal charge	0	4	0
Ghat charge	1	0	0
Total	15	6	0

## Via Jubbulpore.

	Rs	A	P
E I Railway proportion			
225 pies per ton per mile $\times$ 566 miles	6	10	4
Terminal charge	0	4	0
G I P proportion			
225 pies per ton per mile $\times$ 616 miles	7	3	8
Terminal charge	0	4	0
Ghat charge	1	0	0
<b>TOTAL</b>	<b>15</b>	<b>6</b>	<b>0</b>

Including per mile average cost 31st March

er the G I P per ton e pies 271, whilst the P for the year ending than the average cost ing leads and because tages are discounted coal, but there is a 'rong case to present is concerned

It is not possible to state the average amount per ton mile received for the carriage of coal over the G I P but the following example is of interest —

## Jharia to Harda via Jubbulpore

	Rs	A	P
E I Railway proportion			
266 pies per ton per mile $\times$ 566 miles	7	13	7
Terminal charge	0	4	0
which is equivalent to 2 75 pies per ton per mile including terminal			
G I P proportion			
266 pies per ton per mile $\times$ 200 miles	2	12	5
Terminal charge	0	4	0

Including the terminal the rate per ton per mile over the G I P is 2 01 pies. There is no doubt that the majority of coal from the Bengal coalfields to and via the G I P travels more than 200 miles over that line and the greater the distance the smaller the receipts per ton per mile.

A further reason against reducing the rates for coal from the Bengal coal fields is that any reduction would necessitate a further reduction in our rates from the collieries situated on the G I P.

15 **Suggested rebate on coal by all rail route to Bombay.**—We are not in favour of a reduction in the rate for reasons given in the preceding paragraph.

16 **Rates for loco coal.**—The scale of rates for locomotive coal was the same as for the public up to 1st April 1920 from which date rates for public coal only were enhanced. The scale for locomotive coal was increased from 1st December 1922, as under —

	Pie per md per mile
For all distances up to 200 miles inclusive	0 15
Plus for any distance in excess of 200 miles up to 500 miles inclusive	0 07
Plus for any distance in excess of 500 miles	0 06

In addition to this a terminal charge of 2 annas per ton at forwarding end was levied

It is a generally recognised principle that material owned by railways should be carried at favourable rates. Were the present rates increased an increase in railway charges for public traffic would be necessitated to cover the advance in working expenses

**17 Terminal charges**—The justification for levying terminal charges is the services rendered in return for them. These are marshalling of wagons, weight accommodation provided at stations

**18 Coal depots in Bombay**—We have no coal depôts in Bombay in which coal is stacked to be carted away by the consignees as required

**19 Pilferage**—The best means of reducing the pilferage of coal are—

- (a) improvement of the Watch and Ward staff
- (b) improvement in lighting of yards,
- (c) legislation to make it easier to convict those who steal coal

The Railway Police Committee of 1921 recommended that an Act be passed by the Indian Legislature authorising Local Governments to declare that provisions such as exist in the Police Acts in force in the Presidency towns and the Howrah Offences Act, 1857 should apply to such districts within their jurisdiction as they might think fit. These Acts provide that whoever has in his possession anything which there is reason to believe has been stolen or fraudulently obtained shall if he fails to account for such possession to the satisfaction of the Magistrate be liable to fine or imprisonment. It is understood that it has been decided that the question of legislation on these lines should be left to Provincial Legislatures. If they would take action a great amount of robbery of coal and other goods would be stopped

**20 General suggestions**—The most effective way of speeding up the transport of coal would be to work complete coal trains operated with the vacuum brake. Unfortunately the neighbouring lines have not attached the same importance to the use of the vacuum as has the G. I. P. Railway and there is a substantial delay in reconditioning the brake gear on wagons made over to the G. I. P. Railway. For 2½ years the policy of this line has been to concentrate on forming through loads over the longest possible distances and naturally  
Provided that  
the vacuum brake  
there will be a  
the load and saving of time at interchange points

**21 Consumption of coal and oil fuel on the G. I. P.**—A statement is attached as Appendix F

**22 Electrification of the G. I. P. Railway.**—The present intention is to electrify the line as far as Poona and Igatpuri. The result would be to reduce the expenditure on coal by about 250 000 tons per annum

# APPENDIX A

(Fide Question 1)

Statement showing total amount of coal traffic (carried for the public and foreign sales) and revenue (a) from coalfields on the T. I. and B. N. Railway system separately, (b) from the coalfields in this railway system (c) from the coalfields on the N. G. & Railway, and (d) from Bombay up country for the period from 1st January 1912 to 31st March 1921

Period	(a) from coalfields on		(b) from coalfields on this Railway system	(c) from coalfields on the N. G. & Railway	(d) from Bombay	Revenue coal †	Total
	I. I. Ry.	B. N. Ry.					
Year on long—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
31st December 1912	4,901	252,162	2,176	74,341	10,174	599,975	1,560,099
Quarter ending—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
31st March 1913	140,266	60,891	6,341	19,140	3,878	229,599	451,215
Year ending—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
31st March 1914	501,021	267,879	17,479	90,906	10,754	961,050	1,865,519
31st March 1915	576,544	357,370	26,374	40,612	6,073	930,600	1,937,863
31st March 1916	903,914	618,264	35,369	70,810	7,140	1,118,707	2,710,634
31st March 1917	1,319,873	623,293	61,678	50,725	0,127	1,318,106	3,378,102
31st March 1918	940,960	714,447	41,372	59,710	10,858	1,456,846	2,900,183
31st March 1919	1,290,819	570,001	121,559	64,795	12,214	1,821,156	3,589,544
31st March 1920	1,275,786	444,915	124,269	71,781	7,099	1,799,156	3,203,906
31st March 1921	965,919	290,755	270,503	50,085	2,177	1,276,024	2,893,873
31st March 1922	403,303	455,902	402,227	40,204	4,110	1,909,039	3,251,791
31st March 1923	430,675	371,325	436,416	39,012	73,522	1,316,982	2,531,432
31st March 1924	440,417	178,142	252,815	13,071	27,428	1,019,091	1,090,164

\* The term coal stations to which coal is dispatched from Bombay are those serving the Bombay area such as Kurla, Son and Kaljan. There are also despatches to Poona and Phalapur.  
† Detailed information for revenue coal is not readily available.  
The figures shown against each year are the purchases in those years. The actual consumption of coal and oil by locomotives each year is shown on the further statements in Appendix B.

## APPENDIX B

(Vide Question 2)

Statement showing the number of wagons indented for and supplied to the collieries located on the G I P. Railway System for each calendar year from 1914 to 1919 inclusive

Year.	Indented for.	Supplied	Year.	Indented for.	Supplied	REMARKS
1914			1920			
1st half .	5, 63	3,948	1st half	9,550	8,513	
2nd " .	5,640	3,410	2nd "	10,575	9,849	In 1914 and 1915, Balharshah and Gotitoria Collieries were opened
1915.			1921			
1st half .	5,919	3,851	1st half	20,283	14,277	
2nd " .	5,393	2,727	2nd ,	14,758	13,564	In February 1916, Panch Valley Colliery was opened
1916.			1922			
1st half .	6,915	4,268	1st half	18,199	15,493	
2nd " .	6,713	5,319	2nd " .	9,603	10,920	In January 1920, Ghugus Colliery was opened
1917			1923.			
1st half .	9,474	8,071	1st half	9,201	8,918	
2nd " .	7,901	7,392	2nd "	9,062	9,461	
1918			1924			
1st half .	12,639	11,211	1st half	12,988	11,430	
2nd " .	11,395	10,643	2nd "	12,958	13,188	
1919						
1st half .	11,363	10,144				
2nd " .	9,343	8,619				

*G. I. P. Railway*

TO AHMEDABAD.

	From 1st Apr 1920	From 1st Apr 1921	From 1st Oct 1921	From 1st May 1922.	From 1st Nov 1922	From 1st Sept. 1923
	Rs A P	Rs. A. P	Rs A. P	Rs A P	Rs A P.	Rs A. P.
<b>G. I. P. COLLIFRIES</b>						
<i>Junnordeo</i>		Via	<i>Ujjain.</i>			
Terminal at forwarding end	0 2 0	0 2 0	0 4 0	0 4 0	0 4 0	0 4 0
Freight	6 15 0	8 10 0	8 10 0	8 10 0	8 10 0	7 4 0
Ghat charge						
Terminal at receiving end		0 2 0	0 2 0	0 4 0	0 1 0	0 4 0
<b>TOTAL</b>	<b>7 1 0</b>	<b>8 14 0</b>	<b>9 0 0</b>	<b>9 2 0</b>	<b>9 4 0</b>	<b>7 12 0</b>
Pies per ton per mile	2 13	3-05	3 00	3 13	3 18	2 66
<i>Chanda.</i>		Via	<i>Amalner</i>			
Terminal at forwarding end	0 2 0	0 2 0	0 4 0	0 4 0	0 4 0	0 4 0
Freight	7 8 0	9 6 0	9 6 0	9 6 0	9 6 0	7 11 0
Ghat charge						
Terminal at receiving end		0 2 0	0 2 0	0 4 0	0 6 0	0 4 0
<b>TOTAL</b>	<b>7 10 0</b>	<b>9 10 0</b>	<b>9 12 0</b>	<b>9 14 0</b>	<b>10 0 0</b>	<b>8 3 0</b>
Pies per ton per mile	2 35	2 97	3-01	2-05	3-09	2 53
<i>Gotitoria.</i>		Via	<i>Ujjain</i>			
Terminal at forwarding end	0 2 0	0 2 0	0 4 0	0 4 0	0 4 0	0 4 0
Freight	6 11 0	8 4 0	8 4 0	8 4 0	8 4 0	6 13 0
Ghat charge						
Terminal at receiving end		0 2 0	0 2 0	0 4 0	0 6 0	0 4 0
<b>TOTAL</b>	<b>6 13 0</b>	<b>8 8 0</b>	<b>8 10 0</b>	<b>8 12 0</b>	<b>8 14 0</b>	<b>7 5 0</b>
Pies per ton per mile	2 52	3 14	3 19	3 23	3-25	2-50



*the Jharra and Ranigany Coalfields*

To AHMEDABAD

	1912.	From 1st Apl 1920	From 1st Apl 1921	From 1st May 1922	From 1st Nov 1922
	P s A P	P s A P	R s A P	R s A P	P s A P
Co	Via	Agra East	Bank		
Te		0 2 0	0 2 0	0 4 0	0 4 0
Fr	10 12 0	11 3 0	13 12 0	13 12 0	13 12 0
Gl			0 2 0	0 4 0	0 6 0
Te					
	10 12 0	11 5 0	14 0 0	14 4 0	14 6 0
Pi	177	186	231	235	237
09	Via	Agra East	Bank		
Te		0 2 0	0 2 0	0 4 0	0 4 0
Fr	11 1 0	11 10 0	14 3 0	14 3 0	14 3 0
Gl			0 2 0	0 4 0	0 6 0
Te					
	11 1 0	11 12 0	14 7 0	14 11 0	14 13 0
Pi	176	187	229	233	235
09	Via	Kaithi Murwar	and Ujjain		
Te		0 2 0	0 2 0	0 4 0	0 4 0
Fr	10 12 0	11 3 0	13 12 0	13 12 0	13 12 0
Gl			0 2 0	0 4 0	0 6 0
Te					
	10 12 0	11 7 0	14 0	14 0	14 0
Pi	172	181			237

*Notes*

\* Owing to the War large quantities of coal had to be brought to Bombay from Jherria and Agra East Bank and the rate on 1st September 1916 was calculated on this mileage. In order to keep the rates by both routes the same, the G I P charged a rate including ghat charge of Re 0-8 0 and E I P terminal of 2 As

† When an increase in the rates was made on 1st April 1920 the difference between the two rates via Jubbulpore was added to the rate of Re 12 2 0

‡ Through the raising of ghat charge from 8 annas to Re 1 (one) the shorter route to Bombay was 2 annas dearer than the longer route via Amalner so the rate by the shorter route was reduced by 2 annas

§ On the R, B & C I making the scale inapplicable to Bombay via Amalner the ghat charge was increased from 11 annas to one rupee

## APPENDIX E

## RATES FOR COAL FROM BOMBAY

(Iide Question 11)

1 In the year 1912 the following scale was charged both for public and railway use —

	Pie per md per mile
For the first and up to 400 miles	0 15
Plus for extra distances . . .	0 10

The rates per ton at the above basis for 100 to 1 000 miles work out as shown below —

Miles	Per ton			Pies per ton per mile
	Rs	A	P	
100	2	2	0	4 08
200	4	4	0	4 08
300	6	6	0	4 08
400	8	8	0	4 08
500	9	15	0	3 82
600	11	6	0	3 64
700	13	12	0	3 50
800	14	3	0	3 41
900	15	10	0	3 33
1 000	17	0	0	3 26

There were no terminals

2 From 1st June 1919 the above scale was cancelled and the Bengal coal scale was applied. The Bengal coal scale was as follows —

	Pie per md per mile
From 1 to 75 miles	14
Plus 76 to 200 miles	12
Plus 201 to 500 miles	06
Plus 501 and over	05

The rates per ton at the above basis for 100 to 1,000 miles work out as shown below —

Miles	Per ton			Pies per ton per mile
	Rs	A	P	
100	2	0	0	3 84
200	3	11	0	3 54
300	4	9	0	2 92
400	5	6	0	2 58
500 . .	6	4	0	2 40
600	6	15	0	2 22
700	7	11	0	2 11
800	8	6	0	2 01
900	9	1	0	1 93
1 000	9	13	0	1 88

The following charge was levied in addition —

Terminal charge of Re 0.2.0 per ton at the forwarding station only

## APPENDIX F

*Statement showing the figures of this Railway's own consumption of (1) coal and (2) oil fuel since the year 1912*

(Vide Question 21)

Period	Consumption on locomotives	
	Coal	Oil fuel
	Tons	Tons
Year ending—		
31st December 1912 .	831,532	Nil
Quarter ending—		
31st March 1913 .	225,145	Nil
Year ending—		
31st March 1914 .	906,359	401
31st March 1915 . . .	867,134	57
31st March 1916 . . .	969,317	61
31st March 1917 .	1,006,992	1,239
31st March 1918 .	1,110,720	4,779
31st March 1919 .	1,159,930	6,200
31st March 1920 . .	1,189,656	9,246
31st March 1921 . . .	1,156,731	11,658
31st March 1922 . . .	1,117,074	36,835
31st March 1923 . . . .	1,016,554	53,017
31st March 1924 .	934,903	68,018

**R. McLEAN, Esq., Agent, Great Indian Peninsula Railway, and  
D. S. BURN, Esq., Chief Traffic Manager, Great Indian  
Peninsula Railway.**

ORAL EVIDENCE—FEBRUARY 4TH, 1925

1 Coal traffic from different coalfields—*Mr McLean*—The rapid increase in the amount of the coal carried on our own system during the last 6 or 7 years is due to the opening up of the Central Provinces coalfields.

**Mr Burn**—The reason why the amount carried on the Bengal Nagpur Railway has gone down so considerably during the last 3 years is that the big purchases of South African coal in Bombay have affected Bengal coal.

**Mr McLean**—This has affected supplies coming over the Bengal Nagpur Railway more than those coming over the East Indian Railway because the wagon supply is easier on the East Indian Railway than on the Bengal-Nagpur Railway. I think that my railway uses more coal from the East Indian Railway than from the Bengal Nagpur.

**Mr Burn**—There is one matter to which I should like to draw the attention of the committee and that is the appreciable decrease on the latest figures for 1924 in the output of the collieries on the Great Indian Peninsula. It increased up to 1922 and then came down again owing to the competition of the Bengal collieries in the area served by the Great Indian Peninsula.

**Mr McLean**—A further reason is that in 1922 when there was trouble on the Bengal coalfields, the Central Provinces coal had a very brisk market and people who had never used it before began buying it.

**3 Overloading and weightment of wagons**—**Mr McLean**—The reason why we say that our open wagons cannot be overloaded is that our open wagons are designed to carry 42 cubic feet per ton of carrying capacity.

**The President**—How do you deal with the difficulty that the specific gravity of coal varies from 38 to 48?

**Mr McLean**—I understand that we get about 25 per cent of wagons overloaded on the Parasia coalfield. The coal is brought down from the various collieries to Junnordeo weighbridge where the collieries are given an opportunity of adjusting the wagons. At Ghugus and Ballarshah the wagons are actually weighed at the collieries by the colliery people.

**Mr Burn**—The collieries at Ghugus and Ballarshah are owned private. We have our men there to supervise weightment.

**Mr McLean**—In the Pench Valley we have about 10 colliery sidings from which the coal is invoiced to Junnordeo in addition to that we have our mines at Mohpani and further south we have the Ballarshah and Ghugus collieries which belong to Sir Maneckji Dadabhoy.

The coal from the Pench Valley collieries is weighed by us. We have some trouble with overloading. About 25 per cent of the wagons have to be adjusted at Junnordeo.

Our covered wagons can be overloaded. We have moreover three types of open wagons that can take more than their carrying capacity of coal and those wagons we provide with a load line. All the others cannot be overloaded however heavy the coal.

**Mr Burn**—The weighbridges are situated on the colliery premises and all the wagons before leaving the collieries are passed over them and adjusted. We have a representative to check the weights. The colliery people are responsible for the upkeep and working of the bridges.

**Mr McLean**—At Ballarshah a weighbridge is situated in the colliery premises which was installed by and belongs to the owners of the colliery. All wagons are weighed on it by a clerk employed and paid by the owners of the colliery. Wagons are placed in position for loading by engine belonging to owner of colliery. When the engine is out of order wagons are hand-shunted by coolies.

At Ghugus the weighbridge is out of use.

Only open wagons are supplied to each colliery.

**(To Mr Legge)**—The colliery staff does the actual weightment i.e., they put the wagons on to the weighbridge. The Railway Company's representative is there to protect our interests.

At Junnordeo if a wagon is overloaded the colliery representative is informed. He has to unload and stack beside the line but he may use the coal again to make up underloads if any. After adjustment the wagon is

reweighed and sent off. I do not think that a wagon ever proves to be overloaded after adjustment, because they know from experience how much to take off.

*Mr McLean*—At Junnardeo we are dealing with about 70 wagons a day, and 25 per cent of these are overloaded. This is a big figure. It causes a lot of delay which interferes very considerably with our work. We are trying to get the colliery people to load the wagons in such a way as to obviate this adjustment. Some collieries are very much better than others in managing their loading. It is a very difficult question, to get the right amount of coal into the wagons. I should not say that it causes considerable displacement of work, but it does cause appreciable delay to the wagons.

As regards the safety factor our axle loads are restricted to 16 tons, where we have our own weighments we have a sufficient safeguard. At the collieries which do their own weighment our representative is, we think, a sufficient protection. I do not think that pressure is put on the weigh clerk by the colliery people. At Billarshah they handle about 20 and at Ghugus about 10 wagons per day.

The Penuh Valley collieries turn out about 200 000 tons a year. It varies very much month by month on account of the slack season. It would be about 20 000 tons a month during the busy season. They work on a fairly small scale.

**7. Prepayment of freight**—*Mr Burn*—The system of prepayment of freight is in force here both on our own coal and also on foreign coal. The reason why the question was raised and the rule was enforced was because sometimes when the coal arrived the consignee declined to take delivery, the coal was left on our hands and we could not get enough to cover the railway freight when we sold it by auction. At some stations where there was a demand merchants came forward when we sold by auction, but at others there was no demand at all and we had to send the coal elsewhere. There is also the difficulty I think that we cannot sell it at once because we have to give the consignee a chance of taking delivery.

*Mr McLean*—There are special reasons for prepayment in the case of coal because the freight charges bear a very high proportion to the value of the coal at destination. For instance we heard that in the Punjab the merchants combined to order coal refused to take delivery and then having joined a ring bought in the same coal very cheap. That is why we have introduced the prepayment system. So long as coal was consigned 'bearing' the consumers could by forming a ring exploit the proportion that freight bore to the pithead price.

*Mr Burn*—This system has been in force on this system since 1st October 1922. I do not say that before that we lost a considerable amount of money. We followed the action taken on the Bengal lines. They put the prepayment system into force before we did, then we found that we were up against the same trouble and we followed their lead. The East Indian Railway introduced it on 1st December 1917 and the Bengal Nagpur Railway on 16th December 1917.

*Mr McLean*—(To *Mr Leage*)—The Great Indian Peninsula is not in favour of abolishing prepayment.

(To the *Treasurer*)—I cannot remember if this action was taken on the recommendation of the Railway Conference. But I do not think the question came up before the Conference.

*Mr Burn*—We enforced the prepayment system not only for coal but for all perishable articles and for some that are of very low value compared with the freight chargeable on them.

*Mr McLean*—We enforce it for stone but not for manganese.

*Mr Burn*—I shall put in a list.

**Mr McLean**—We have a system of weekly bills for the convenience of the despatchers. Firms permitted to avail themselves of the system have to give a deposit, the credit note has to be met on presentation. Only four coal firms use the credit note system.

**18 Coal depôts in Bombay.**—**Mr McLean**—Most of the coal that comes to Bombay by rail goes to the coal bunker of the Port Trust. The revenue coal goes to our sheds at Byculla.

**Mr Burn**—I put in a statement showing the figures for coal coming into Bombay by rail. *See Appendix G*

We have no public coal coming into our depot at Byculla but that depôt is still working. All the private coal coming on our system is handed over to the Port Trust Railway at Wadala and taken by them to the coal depôt.

**Mr McLean**—It is correct that the Port Trust charge Rs. 5 per wagon as their charge for taking it down from Wadala to the Coal Depot. I agree that for coal this is a fairly heavy addition to the cost. It comes to 4 annas per ton on a 20 ton wagon fully loaded.

**Mr Burn**—(To Mr Wadia)—We quote the same rates whether the coal is to be handed over to the Port Trust Railway or delivered at Byculla, and they add their own charges for the work done on their own line.

**Mr McLean**—The Port Trust are now investigating the question of reducing the expenses on the Port Trust Railway and it is quite possible that they may be able to reduce their costs. It is more or less inevitable, though, that a small railway should be more expensive in its working than a large one.

**8 Demurrage at the docks.**—**Mr McLean**—We have a special wagon hire arrangement with the Port Trust.

Up to October last this arrangement allowed an average detention of 48 hours per wagon but now it is 24 hours calculated on the individual wagon, with an addition of 12 hours in the case of reloading.

The fact is that if the time does not exceed 24 or 36 hours as the case may be, we are not concerned. If it does exceed that we recover hire on the excess.

The rate prior to October was 3 annas for a 4 wheeled wagon and 6 annas for a bogie per hour but this was reduced from 1st October 1924 to 1 anna 8 pies per 4 wheeler per hour (logie wagons being reckoned as two 4-wheelers).

**Mr Burn**—(To Mr Jejee)—Our freight of Rs. 15-6-0 includes the terminal charge of 4 annas and also Re. 1 ghat charge.

**Mr McLean**—The terminal charge is not for services rendered by our railway, it is included in the amount that we pay to the Port Trust on account of the terminal services rendered by them on our behalf. The amount thus paid is at present 6 pies per maund or 14 annas a ton. That is in addition to the amount of Rs. 5 charged by them to the public. We pay the 6 pies per maund on coal going out of the docks too. We pay this terminal of 6 pies per maund out of our freight provisionally pending the settlement of a dispute as to the proper amount payable. We pay it under protest.

**Mr McLean**—The advantage of sending coal down to the Port Trust is that it is Byculla of what is practically an offensive trade.

(To Mr Wadia)—**Mr Burn**—When we were working coal at Byculla we dealt with certainly 50 or 60 wagons per day. Now it is reduced to practically nothing because the consumers decide where the coal should go and they want to have it at the coal depot. There is a goods depot at Byculla which is open for coal bookings but people do not use it for that commodity. The reason said to be generally given by the collieries that they send the coal to the Port Trust because the Great Indian Peninsula will not receive it at Byculla is not correct. Byculla is open for receiving coal and coal is being

received there, though in very small quantities. The probable reason is that we have no real stacking space and so the coal has to be cleared at once because we cannot allow stacking. It is impossible for us to provide any stacking space of any moment.

I have not heard of any instances of an additional charge being realised on coal consigned to Byculla but taken first by mistake to the Port Trust. If such a thing happened it was very regrettable.

**Mr McLean**—I take it that payment was made under protest and subject to a claim afterwards.

**Mr Burn**—The reason for coal going down to the Port Trust is not the abolition of a stacking ground at Byculla for we never had stacking ground at Byculla. Nor is the reason any change in the terminal charges for any changes made applied equally to coal going to the Bunder.

**12 Variations in charges levied on coal**—**Mr Burn**—The railway freight from the Pench Valley coalfields was reduced from 1st August 1923. The reason why this reduction was necessary was the alarming decrease in the outturn of the collieries which is reflected in the figures put in by us. The reason why the collieries had to restrict their output was that Bengal coal was competing in the areas formerly served by the Pench Valley field.

In the previous year there had been a strike on the Bengal fields, and the Pench Valley collieries had been able to hold their market. But when the Bengal collieries had a surplus again they sent it down the Great Indian Peninsula and Pench Valley collieries found it difficult to compete. The Bengal coal was of higher calorific value and quality and it was necessary to support the Central Provinces coal against its competition. It was with this object that we reduced the rates. These rates operated over shorter distances and therefore Central Provinces coal still gave a better return per round per mile to the Great Indian Peninsula than coal from Bengal. We have been attacked on the ground that this was not a proper thing to do. But you must bear in mind the recognised principle that, other things being equal, the lower priced article should be charged at a lower rate. Pench Valley coal is a lower-class coal than the 2nd class Bengal coal and therefore apart from any other reasons we have in our opinion a right to quote a lower rate.

**Mr McLean**—The most cogent argument is that the Central Provinces collieries are local to the Great Indian Peninsula. Our interest lies not only in moving the coal but in keeping the collieries alive. If we increase the output by giving reduced rates to our collieries we probably double the traffic over that section. If the collieries die out, we lose the incidental traffic such as hard- - - - - to the fact that when we move coal from collieries on our - - - - - classes of traffic on our line when we - - - - - is no such result. Moreover the coal coming from other railways tends to throw wagon balances at junctions against us and we have often to stop or restrict our own booking till we get the wagon balances adjusted.

(**To Mr Jegge**)—As the coal from collieries on our system is relatively short distance traffic, we get the advantage, when we carry it, of the higher scale rates. When we carry coal which comes from the East Indian Railway or Bengal Nagpur Railway we get less owing to the telescopic rate. Thus although our scale for Central Provinces coal is lower the income from it per ton mile is higher.

**Mr Burn**—We have made no further reduction after 1st August 1923. I would like to point out that in spite of the reduction in the freight the outturn of the Central Provinces coal has still gone down. The reduction has not even maintained raisings at the old figure.

**Mr McLean**—We have reduced the freight on through booking over the Bombay, Baroda and Central India as well as locally on the Great Indian Peninsula.

(To Mr Wadia)—Coal for Ahmedabad from Bengal does not travel on our lines it goes via Agra East Bank. Coal from the Central Provinces goes to Ahmedabad via Ujjain.

Mr Burn—Generally the Bombay, Baroda and Central India get the same rate per maund per mile for coal from the Central Provinces as for coal from Bengal collieries.

Mr McLean—Roughly speaking  $1\frac{1}{2}$  tons of Central Provinces coal are equal to 1 ton of Bengal—that is a very important consideration for rating purposes because, if we charge the same rate on both it would obviously restrict the market of the Central Provinces coal.

Mr Burn—I believe that sometimes coal from Junnerdeo gets a higher price than Bengal coal. But I cannot understand why and I cannot reconcile this with the decrease in the output of the Central Provinces coal.

(To Mr Whitworth)—The present freight on coal from Pench to Bombay is Rs 9 per ton. The extent of the reduction varied over different distances. It varied from 33 to 16 per cent. The way we worked it was to take the minimum scale fixed by the Railway Board and to add 10 per cent to it in every case.

The scale is —

from 1 to 300 miles	01
from 300 to 500 miles	03
over 500 miles	05

15 Possibility of rebate on Bengal coal sent to Bombay—Mr McLean—If a rebate were given to Bengal coal coming to Bombay over the Great Indian Peninsula I should then still further reduce my revenue from Bengal coal as against the Central Provinces coal.

Mr Burn—We get a good deal of Pench Valley coal in Bombay and I know that it is used in mills. The collieries in the Central Provinces have sent people round to different mills with a view to instruct them how to use their coal.

Mr McLean—On the question of giving a rebate to Bengal coal brought by rail to Bombay with the object of enabling it to compete with South African coal I can say nothing unless I am told how much the rebate would be and on how much coal. Otherwise I cannot say whether it would pay the railway to carry the coal. To the question whether I am prepared to make the experiment and lose money on sheer conjecture my answer is definitely "No."

My railway would certainly like to have coal coming through from Bengal if it came in complete train loads and if it came at certain times in the year, i.e., in the slack season or, any between May and October. We have already proposed a considerable reduction in the rates for the slack season when our equipment is idle but our neighbouring lines are not prepared to fall into line with us. I shall send the Committee a copy of the "correspondence."

16 Rates for locomotive coal—(To Mr Legge)—Mr Burn—The rate for revenue coal is Rs 13-14-0. It is a recognised principle that as railway material such coal should be charged less than public coal.

Mr McLean—We consider that this rate covers our expenses. As regards our own revenue coal the freight on the Great Indian Peninsula Railway comes in as an item on both sides of our accounts—revenue and expenditure. Of course with a lower scale for revenue coal over foreign line freight is somewhat reduced.

Possibility of rebate on Bengal coal despatched from Bombay up-country—Mr Burn—Last year only 27,000 tons of coal went up-country from Bombay. Before 1920 it hardly exceeded 12,000 tons except in one year.



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and it is therefore hardly worth troubling about the idea of giving it a rebate

**Mr McLean**—(To Mr Legge)—From the point of view of revenue, it would on the whole be satisfactory to the railway to move coal up-country from Bombay if it were readily available and easily loaded. We have a lot of empty wagons which could be used to move it. There is always a flow of empties towards the North East. But we have to think of our Central Provinces coal first because that traffic affects us in more than one way and it is more valuable to us to keep the coal industry alive than it is to get a certain amount of coal-traffic from Bombay up-country.

It will be noticed that consumption overlaps 27,000 tons going up from Bombay and 13,000 coming down from Pench.

**Mr Burn**—That is because the up-country mills were getting in emergency-stores. In emergencies Sholapur draws on Bombay for coal but usually it gets it from the Nizam's state.

**19 Pilferage.**—**Mr Burn**—Pilferage of coal on our system is considerable. One of the best means of reducing the pilferage is the improvement of the Watch and Ward Staff on the different railways. We have recently taken steps to improve ours. Another measure is to improve the lighting of the yards where coal is coming.

I should like to draw the attention of the Committee to the recommendation of the Railway Police Committee of 1921 referred to in our written evidence. If an Act such as they suggested be put in force it would be a great help in preventing pilferage of coal. But I understand that the provincial legislatures to whom the question of legislation has been left have not taken any action on these lines.

We find that things are improving since our Watch and Ward Staff has been reformed.

**Mr Burn**—We use for coal both open and closed wagons but open as far as possible. The collieries prefer open wagons as being easier to load though they are more open to pilferage. Some of the Central Provinces collieries have tipplers.

(To Mr Wadri)—To whitewash the coal after loading would not prevent pilferage. It would only enable us to see whether coal had been stolen and would not prevent people stealing it.

**20 General suggestions.**—**Mr McLean**—We are now trying to speed up all our traffic by making use of through trains as far as possible and during the last two years this has enabled us to make a great improvement. We have some trouble with unmarshalled trains handed over to us by the East Indian Railway. We have to run the wagons from Jabulpore to Itarsi down to Itarsi and marshal them there. Another great source of delay is when other railways do not look after the vacuum brakes. It is not so much that the wagons are not fitted with them but that they are not kept in proper condition. The rubber fittings deteriorate quickly if they are not constantly used and on some railways they are very little used. We often have to refit a whole train.

(To Mr Wadri)—It would take about four days to bring a through train of coal from Jabulpore to Bombay. I should put the turn round from the coalfields to Bombay at about 30 days. From the Central Provinces collieries to most destinations takes about 15 days.

As regards the suggestion that rakes should be run right through to Bombay we cannot avoid splitting them at Igatpuri to get them down the ghats. The only way of getting a whole rake down at a time is to sandwich an engine in the middle of the train. It is inevitable that we should split up the rake at some point for otherwise we do not get our braking power.

(To Mr Legge)—There is nothing in the suggestion that there is too much train examination so far as this railway is concerned. We are now concentrating this work at certain important points. We have reduced the

number of examining stations from 40 to I think 13 and are proposing to reduce them still further. Of course, we have to give the wagons a thorough overhaul when they are examined. Our examining staff have been removed to the bigger junctions.

21 and 22 Oil fuel and electricity—*Mr McLean*—As regards consumption of oil fuel we are aiming at a figure of 100,000 tons a year. We have contracted for that amount. We use oil fuel on our Bombay section for all our suburban trains and for most of the main line trains up to Igatpuri on one side and Kasara on the other. But if the new standard engine which is now being designed proves satisfactory it would probably pay us to scrap our existing engines and replace them by engines fit to burn Central Provinces coal.

Out of 984 000 tons of coal used on the Great Indian Peninsula 116 000 tons now come from Ballarshah or other collieries working the Central Provinces measures.

*Mr McLean*—We have now got a certain section of the line electrified and if we electrify up to Poona and Igatpuri as we wish to then we shall transfer our oil burning engines to the Igatpuri Bhusawal section and shall get a total reduction in our consumption of Bengal coal of 239 000 tons a year.

The actual cost of working on oil is a trifle higher than with coal but the convenience of it is tremendous. Besides our 10-coupled type of engine cannot be fired with coal.

We have two collieries of our own, one in the Central Provinces and one in Bokharo Ramgarh. I may explain that when we took up the latter, we were using a type of engine which could not burn the Central Provinces coal. If we succeed with the new standard engine designed for burning low grade coal we shall ultimately eliminate Bengal coal. Presumably other railways could use the same type of engine for burning low grade Bengal coal.

# APPENDIX G

Statement showing the coal traffic received into Bombay  
(See oral reply to Question 18)

Period	FROM G I I COLLIERIES				FROM F I B N & N G S COLLIERIES			
	Leach Valley	Chand	Wadhwa	Collieries	Wadhwa (F I)	Wadhwa (F N)	Wadhwa (F N)	Wadhwa (F N)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
car on line—								
31st Decen 1912					57 728	12 000		917
quarter on line—								
31st March 1913					860	5 303	133	37
car on line—								
31st March 1914					39 37	13 347	47	1 116
31st March 1915			13		2 000	8 000	80	3 800
31st March 1916	1 364		14		5 000	284 680	30	3 817
31st March 1917	6 000	1 440			943 163	53 000		200
31st March 1918	511	1 400	33		448 400	399 187		1 800
31st March 1919	8 683	318	4		500 501	339 900		940
31st March 1920	6 31	453			710 339	257 861		04
31st March 1921	25 506	801	28		548 87	144 86		5 611
31st March 1922	38 000	8	403	00	107 00	140 187		3 000
31st March 1923	11 437	103			108 933	4 600		10
31st March 1924	13 10	3	01		59 864	38 803		274

## (v) Port Commissioners, Calcutta.

## WRITTEN STATEMENT

1 Shipment and bunker coal handled at the docks — Please see Annexure "A"

2 Total number of wagons loaded with (a) shipment, (b) bunker coal received at the docks.—Annexure "B" gives the number of wagons received loaded with coal during each half year in the period 1913 to 1924 inclusive. Wagons received loaded with coal are not shown divided into cargo and bunker coal either in the Junction Registers or in the Port Commissioners' Position Books. An approximate division can be made by dividing the number of wagons shown in Annexure "B" between cargo and bunker coal in proportion to the tonnage of each class as given in Annexure "A". The result of this calculation is shown in Annexure "C".

3 Number of wagons and amount of other commodities handled at docks — Please see Annexure "D" and "E."

4 Taking over of loaded coal wagons from the Railways and sorting for coal berths.—On arrival at East and West Dock Junctions, wagons loaded with coal are chalked marked by Yard Clerks according to shippers' orders. They are marshalled by Yard Foremen and sent forward to the berths signified for loading.

5 Check on (a) prompt placing and removal of coal wagons at the berths; and (b) turnround of coal wagons.—(a) The Port Commissioners' shunting yards are staffed by experienced Yard Foremen, etc., whose duty it is under the supervision of the General Yard Superintendent to place wagons alongside vessels without delay. At the berths there are experienced Coal Clerks whose duty it is under the supervision of the Coal Superintendent and his Inspectors to ensure the quick placing, release and removal of stock. This latter staff is in direct touch with the shippers of coal and their work forms a check on the Railway work. The following forms are prepared every day —

1 A daily station report is prepared at 6 hours by Yard Masters, East and West Dock Junctions, showing the number of trains received, time taken in breaking up and time taken in sending wagons to destinations. This report is examined each morning by the General Yard Superintendent.

2 A daily statement is prepared at 6 hours by the Coal Superintendent showing number of wagons received, released and left over during the previous 24 hours at the Coal Berths. This statement is checked by the General Yard Superintendent and by the Coal Superintendent who discuss the position each morning and satisfy themselves that no avoidable delay is occurring. It is also closely examined in the Traffic Manager's office before submission to the Chairman.

3 Particulars of wagons on hand are exhibited on a notice board outside the Coal Clerk's office, opposite No. 20 Berth, for the information of shippers, who are thus enabled to see the exact position of their consignments.

(b) The prompt turnround of wagons is secured by measures indicated under (a) but any failure of these arrangements must quickly come to notice through resultant congestion in the yards and difficulty in shunting, with an increase in the average time of return. These average times are closely watched in the Traffic Manager's office. It is found that a large percentage of wagons are returned within 18 hours from the time of taking over and the bulk within 24 hours, against the total time allowed of 48 hours. 100

East Indian and 100 Bengal Nagpur Railway wagons taken at random between the 23rd and 30th November 1924 show —

74 wagons or 37 per cent returned within 18 hours, 174 wagons or 87 per cent within 24 hours and the remaining 26 wagons or 13 per cent within 48 hours

6 **Average turnround of all wagons at the docks.**—Annexure "I" shows the average turnround—East Indian, Eastern Bengal and Bengal Nagpur Railway wagons being shown separately. The average figure is obtained by totalling the number of hours each wagon is on the Port Commissioners' premises from the time of taking over at Dock Junction until the time of making over at the same junction, and dividing this total by the number of wagons. This average includes all wagons back loaded.

7 **Possibility of improving lay-out of sidings at the docks.**—During the last three years the facilities for receiving, marshalling and despatching coal wagons have been improved and the plying and stabling lines at the mechanical and labour berths have been extended. Another improvement including the extension of the coal sidings has recently been sanctioned by the Commissioners. Beyond these it is not considered that any other improvement or alteration is called for at present.

8 **Suggestion for turn-tables or traversers.**—We do not consider that the provision of turn tables or traversers at the coal berth sidings would facilitate the removal of unloaded coal wagons.

9 **Payment of demurrage by Port Commissioners to the forwarding railways.**—Railway wagons are allowed to remain on the Port Commissioners' premises free of charge for 48 hours after which a hire charge is levied at the rate of 1 anna 8 pies per hour for four-wheeled and 3 annas 4 pie for bogie vehicles. Hire is payable at these rates on the aggregate of wagon hours in excess of 48 multiplied by the total number of wagons received and it is not possible to give the number of wagons under this system. The total paid under this system since its introduction in March 1922 amounts to Rs. 1,17,11-4, the whole of which was incurred in May—June 1924.

10 **Percentage of wagons on which demurrage levied.**—The percentage of wagons on which the Port Commissioners paid demurrage during the three years prior to the introduction of the present system is shown in Annexure G. As to percentage under present system see answer to question 9.

11 **Coal-loading berths and mechanical appliances.**—There are ten coal berths in commission, of which two berths are fitted with mechanical appliances.

The mechanical plants are of the type known as Beckett's Plant. Each plant consists of five hydraulic cranes, each crane being capable of lifting 5½ tons of coal in cylindrical skips having cone shaped bottoms held in place by a vertical rod passing up through the skip and attached to the burden rope of the crane. The coal is unloaded by coolies from railway wagons into hoppers travelled on tracks to suit the position of the crane and the hatch of the steamer. For loading the skip is lowered into a trench with vertical walls which is provided parallel to the quay front and the coal from the hoppers, one on each side of the skip, is discharged into the skip by operating levers on the hoppers.

The skip when hoisted up, closes, in passing, the doors of the hoppers, which then retain the coal which continues to be unloaded from the railway wagons. The skip is lowered into the steamer's hold and when near the bottom, the crane driver operates two side ropes attached to the shell of the skip which lifted and the coal runs out over the cone shaped bottom.

The cost in 1902 of the original plant consisting of four cranes having a maximum lift of 24 feet above the quay and a maximum radius of 37 feet complete with steam driven hydraulic pumps, etc was Rs. 1,35,100 (cranes, skips and hoppers Rs. 89,200, power house Rs. 45,900).

The second plant just installed (1924) consists of five cranes having a maximum lift of 64 feet and a maximum radius of 53 feet which with skips and hoppers cost Rs. 1,47,012.

An electric driven hydraulic power station to operate both these plants has been provided at a cost of Rs. 1,57,700.

The quay wall, ship trench, railway lines, etc., at each berth cost approximately Rs. 4,60,000. At present day prices and to meet new conditions the quay, etc., would now cost about Rs. 1,00,000.

12 Type of wagon for handling coal at docks.—A four wheeled uncovered truck is the most suitable type from the point of view of the Port Commissioners. The use of bogie trucks would lead to considerable difficulty and extra expense.

13 Provision of additional mechanical loading appliances.—If (a) "all types of wagon" is correctly understood to include covered wagons, it is doubtful whether there is any mechanical unloading plant at present actually working which can deal with all types of wagons, as the pneumatic type of appliance which is probably the only one capable of emptying completely a covered wagon is not suitable for coal. If the plant is (b) "to suit all types of open wagons" there is no special difficulty in arranging for a side-way tipping arrangement (which it is understood, is preferred by the railways) and this could be devised to suit all types of open wagons other than bogies. If bogies are to be provided for, the matter is much more difficult unless they were the only type employed. As regards (c) a plant to suit only one type of wagon it would be most convenient of all if only one type of open wagon were employed and if this were of the hopper type, so that there would be no need to provide a crane and tipping arrangements, as the hopper wagon could be made to empty by gravity into the receptacle.

14 Best type of mechanical loading appliances with reference to cost.—The answer to this question may be considered in connection with the separate note regarding different types of coal unloading plants, which is forwarded herewith, Annexure II.

Existing conditions to be met in Calcutta are —

- (a) wagons must be emptied rapidly and cannot be detained to suit the steamer,
- (b) wagons do not arrive with sufficient punctuality and regularity to ensure rapid loading, if this is confined to direct work from wagon to ship,
- (c) consequent on (a) and (b), there is a considerable amount of dumping prior to the ship's arrival
- (d) Indian coal being specially liable to breakage, it is necessary to minimise the direct fall of the coal into the hold. The last condition, if it is accepted as unavoidable, rules out of consideration the types mentioned in the note as A(1), (2) and (3). Of the remaining three types called B B(1) and B(3) both meet this condition and B(2) might be made to meet it, since it would be possible to fit a comparatively light anti breakage shoot to the belt plant where the stream of coal is of small dimensions, whereas with the types described as A(1), (2) and (3) the stream of coal is large and any anti breakage device would be correspondingly large and heavy, involving excessive dimensions for the crane by which it is operated. It is considered that the Beckett type could be improved at a reasonable cost  
 addition of  
 a side-way tipping arrangement for each emptying  
 the coal direct from the railway wagon, a four  
 skips, such a plant should be satisfactory,  
 It would not however meet the case  
 the plant were further equipped  
 and grabs, moving the coal  
 radius of the crane, and  
 transporters to the crane, by

The Commissioners however consider have many advantages which might breakage and that the practicability



examined. They are of the opinion that before any additional mechanical plant is installed the question of the best type having regard to local conditions should be fully investigated by a small Technical Sub Committee including at least an Engineering Officer of the Commissioners and a representative of the Coal Trade.

**15 Breakage.**—To prevent excessive breakage of coal at the present coal berths when discharging into a steamer the following course might be adopted—

- a) *Cooly Berths*—The Commissioners do not consider that any improvement is practicable.
- b) *At Beckett's Plant*—The skips should be and usually are lowered to the full extent.

**16 Calcutta Electric Supply Corporation's wagon-unloading appliances at Cossipore.**—The plant at the Calcutta Electric Supply Corporation's Power House at Cossipore is one which efficiently deals with the operations which have to be performed namely, the unloading of railway wagons, breaking of the coal and feeding small coal to the furnaces. The plant was supplied by the Mitchell Conveyors and Transporting Co., Ltd. The railway wagon is hoisted up and side tipped into a hopper from which the coal passes through crushers and is then conveyed by a belt to a bin from which it is removed as required for the furnaces by grabs carried by electric hoists travelling on an elevated single rail track. In the case of covered wagons coolies have to be sent to the partly overturned wagons to shovel the coal through the door by which only about one third of the contents of the wagon passes by gravity when the wagon is side tipped.

This type of machine could be adapted as part of the installation at a mechanical coal loading plant at the docks. It would not be cheap.

**17 Variations in charges (a) on coal, and (b) on other commodities at the docks.**—(a) Please see Annexure "J."

(b) Please see Annexure "K."

**18 Reasons for variations in charges.**—The variations in the shipping and dumping charges reflect the enhanced cost of labour. When the amount paid to the labour contractors was a fixed amount per ton irrespective of quantity the Commissioners preserved a margin of  $\frac{1}{2}$  anna per ton between the shipping charge and amount paid to the labour contractors as a set off against the cost of supervision and overhead charges at the coal berths, etc. Since 1920, the labour contractors have been paid on a sliding scale under which the cost per ton for shipping, night work, etc., for the last complete year 1923-24, worked out to 8.013 annas against 8.6 annas received from the trade leaving a similar margin to cover supervision and overhead charges. The dumping charge of 3 annas per ton is paid over entirely to the labour contractors without any margin and at present it is not being recovered from the trade. The river due has been enhanced to meet the general increase in the expenses of the Port, in particular, those which cannot definitely be located to any particular trade.

**19 Total revenue from charges (a) on coal and (b) on other commodities.**—(a) Please see Annexure "L."

(b) Please see Annexure "M."

**20 Terminals.**—Yes, there is a railway terminal of 4 pies per maund received from the railways on coal and all other commodities booked to the docks and there is a railway terminal of 2 pies per maund on coal booked to the Shalimar Coal Depot.

**21 Possibility of reducing charges on coal at the docks.**—It will have been noticed from what has been stated above that the margin between the shipping charge and the disbursements to labour contractors approximates to  $\frac{1}{2}$  anna per ton and the net amount received from this source during last financial year was Rs 33,802. Against this the cost of supervising the working of the coal docks, exclusive of provision for leave pension, Provident Fund, etc., was just double this margin in receipts, leaving nothing to meet the cost of overhead charges on the expenditure incurred.

in providing the coal dock in maintaining the level of water and in general supervision. In regard to the river due attention is directed to the special treatment accorded to coal from the commencement of the War. In 1912-14 the river due on coal was —

Cargo coal	4 annas
Bunker coal	3 annas

while that on all other commodities except manganese ore was 4 annas manganese being 1 anna 6 pice. The present position is that the river due on coal is —

Cargo coal	8 annas
Bunker coal	6 annas

as compared with Rs. 1 on all other commodities except manganese which is 10 annas. Proposals have recently been sanctioned by the Commissioners under which there is a further enhancement of the river due on all other commodities except coal and manganese. As regards the railway terminal, the realisations from this source are shown in the statement attached—Annexure "N," from which it will be noted that whereas coal contributed  $\frac{1}{4}$  of the total figure in 1912-13, it now contributes less than  $\frac{1}{4}$ . A scheme for the improvement of the lines serving the coal berths is about to be undertaken, the cost of which is about Rs. 5½ lakhs.

The Commissioners do not consider that under present conditions coal is contributing more than its fair share to the finances of the Port as a whole, but if the quantity of cargo coal increases considerably it will be possible for them to reduce their charges without throwing any additional burden on other sections of the trade of the Port. The Commissioners' budget for the current financial year was based on an estimated total shipment of 1,525,000 tons of cargo coal through the Kidderpore Docks and the Garden Reach Jetty, and an increase of the total shipments to about 1,700,000 tons and the reimposition of the dumping charge might enable the Commissioners to reduce the river due to possibly 6 annas per ton.

22 **Suggestion for charging river dues to the steamer**—It is not considered that the trade will be benefited by the river due being charged against the steamer instead of against the shipper. This due is an impost on goods and not on vessels and the Commissioners would not be prepared to modify its general character in this direction. The question of whether the river due charged on coal should be paid by the owners of the vessel or by the shippers is not directly their concern and could be arranged between these two parties by mutual consent and it is not clear that any benefit would result to the trade.

23 **Departmental control of labour at the docks**—If the Port Commissioners were themselves to undertake the supply of all labour at the Coal Docks, they would be under the necessity of spending considerable sums in the provision of substantial coolie lines and these would have to accommodate the maximum head of labour. If the shipments of coal can be established at a constant figure and the trade is not subject to wide fluctuations, it might be possible for them to undertake the work without loss of economy but the present system has the advantage that the labour-contractors have sources of supply to meet sudden variations in the demand both in the locality of Calcutta and elsewhere, which would not be open to the Commissioners and there are minor difficulties such as the necessity of advance to Sirdars which would have to be met.

24 **Opening of steamer-berths**—The usual period of notice given to the railways is six days, but if shippers specially ask for a longer period 8 to 10 days are allowed. The principle followed in opening stations is the necessity of controlling despatches and arrangements are made on the assumption that coal will begin to arrive at the docks a day or two before the vessel. This arrangement depending on information furnished by the steamer agents as to the ship's probable date of arrival at the loading berth. The results are generally satisfactory.

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in providing the coal dock, in maintaining the level of water and in general supervision. In regard to the river due attention is directed to the special treatment accorded to coal from the commencement of the War. In 1913-14, the river due on coal was —

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**23 Departmental control of labour at the docks.**—If the Port Commissioners were themselves to undertake the supply of all labour at the Coal Docks, they would be under the necessity of spending considerable sums in the provision of substantial coolie lines and these would have to accommodate the maximum head of labour. If the shipments of coal can be established at a constant figure and the trade is not subject to wide fluctuations, it might be possible for them to undertake the work without loss of economy. But the labour-contractors have seen the demand both in the local and in the foreign trade and will not be open to the Commission as the necessity of

advance to Sirdars which would have to be met

**24 Opening of steamer-berths.**—The usual period of notice given to the railways is six days but if shippers specially ask for a longer period 8 to 10 days are allowed. The principle followed in opening stations is the necessity of controlling despatches and arrangements are made on the assumption that coal will begin to arrive at the docks a day or two before the vessel, this arrangement depending on information furnished by the steamer agents as to the ship's probable date of arrival at the loading berth. The results are generally satisfactory.

**25 Dumping accommodation at the 'docks**—The total dumping space available at all coal berths will accommodate approximately 80,000 to 100,000 tons. A steamer on being declared for a certain cargo is allowed a loading berth and each berth has its own dumping ground on which coal can be stacked pending the vessel's arrival. When wagons arrive in excess of the vessel's requirements it is necessary to unload the excess at any available berth.

It is considered that it involves considerable expense and additional labour in the installation of the machinery that the first consideration is to load a vessel quickly, regularly and punctually, dumping can only be avoided by the punctual and regular arrival of wagons for that vessel and it is considered that measures should be concerted with the railway authorities to this end. Under existing conditions dumping is resorted to as the only means of avoiding delay in loading and in practice it is found desirable to have from a quarter to one third of the cargo available on the ground to secure the best results in loading.

**27 Coal depôts at Howrah and Shalimar.**—The Commissioners have no connection with the Howrah Coal Depot. At Shalimar they are the ground landlords and let out plots to different coal companies and traders providing prepared land, convenient railway sidings and pontoons and gangways for the loading of cargo boats.

**28 Rents charged for coal depôts**—Rates of rent charged for coal depôts at Shalimar have been as follows per cottah per month—

Since 1912	From 1912 to 31st March 1920	From 1st April 1920 up to date
	Rs	Rs
First 200 foot belt from river	6	15
Next 100 foot belt from river	4	10
Remaining area up to Foreshore Road	3	7
Land west of Foreshore Road	3	5

**29 Charges on bunker coal loaded from depôts.**—No charges other than rent are levied by the Commissioners on bunker coal except those already dealt with above.

**30 Possibility of reducing charges on bunker coal loaded from depôts**—The Commissioners are not in favour of reducing the present charges.

**31 General suggestions**—(a) The rapid loading of coal is now prevented by the slow arrival of railway wagons. It would be possible to open stations earlier, but this course would necessitate large quantities of coal being dumped in order to avoid demurrage being incurred on the railway wagons. It would be better in the opinion of the Commissioners to load the ship direct from wagons and this could be done if the railways could ensure regular and punctual arrival of wagons or agree to loaded wagons being stabled without incurring demurrage.

(b) The Commissioners have no suggestions to make in regard to stimulating the export trade in coal generally.

**32 Coke**—The amount of coke shipped at the docks during 1921 will be about 5000 tons and this quantity is therefore insufficient to make it necessary to deal specially with coke.



## STATEMENT OF COAL SHIPPED—cont'd

	1910	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924 to month's
<i>B Port &amp; Coal</i>													
Docks	Tons 1 3 3 6	Tons 1 0 7	Tons 141 5 9	Tons 102 0 34	Tons 69 9 30	Tons 3 3 9	Tons 8 0 14	Tons 61 0 5	Tons 0 8 68	Tons 108 3 5	Tons 17 8 63	Tons 17 4	Tons 0 484
Overlaid							169 5 57	180 4 4	7 7 15	88 0 68	19 8 57	0 0 16	0 16 3 57
G C P							48 6 3	33 0 41	80 3 15	8 0 75	0 13 3	5 0 74	71 1 56
Total for 1st 6 months	Tons 1 3 3 6	Tons 1 7	Tons 141 8 2	Tons 102 0 34	Tons 69 9 30	Tons 109 6	Tons 46 3 64	Tons 97 1 9 0	Tons 3 8 4 9	Tons 4 8 18	Tons 80 8 5	Tons 300 44	Tons 31 9 97
Docks	Tons 1 3 3 6	Tons 131 3 18	Tons 1 40 2	Tons 7 31	Tons 3 0 17	Tons 18 1 04	Tons 38 3 09	Tons 64 4 0	Tons 117 8 9	Tons 48 4 55	Tons 1 88 6	Tons 18 8 5	Tons 18 4 6*
Overlaid							1 0 1 0	0 6 0 14	0 33 0 9	300 0 66	19 8 0 9	50 0 13	196 48 *
G C P							34 6 0 3	47 5 1 3	6 9 1	6 0 8	74 0 73	43 7 6	4 0 6 31 *
Total for 2nd 6 months	Tons 1 3 3 6	Tons 131 3 18	Tons 1 40 2	Tons 7 31	Tons 119 6 70	Tons 14 0 3	Tons 0 18 8 1	Tons 337 0 01	Tons 487 8 0 5	Tons 411 8 0	Tons 315 68	Tons 31 0 6 14	Tons 0 57 5 94
Total of bunker coal	Tons 0 1 3 8	Tons 0 34 1 0 3	Tons 9 1 1	Tons 186 6 15	Tons 180 0 0 0	Tons 3 3 8 0	Tons 405 1 6	Tons 61 0 9 11	Tons 846 0 53	Tons 803 0 7	Tons 506 4 3	Tons 61 0 8 88	Tons 805 3 91
GRAND TOTAL	Tons 1 06 0 0 4	Tons 906 6	Tons 41 0 0	Tons 18 8 1 04	Tons 18 3 8 14	Tons 1 44 0 0 5	Tons 1 0 3 0 5	Tons 161 0 1 3	Tons 3 47 3	Tons 4 6 0 2	Tons 1 01 1 07	Tons 1 6 3 9 99	Tons 1 639 4 0 3

\* Four cents figures up to October 1904

The figures for outside coal are not available up to 1917

## STATEMENT "B."

*Statement showing number of Wagons received with Coal during each half-year in the years 1913 to 1924*

Years	Jan. to June	July to Dec	TOTAL
	Wagons	Wagons	Wagons
1913 . . . .	96,163	89,020	185,083
1914 . . . .	94,709	81,602	176,400
1915 . . . .	63,033	54,130	117,163
1916 . . . .	51,525	56,709	108,533
1917 . . . .	53,249	19,482	72,731
1918 . . . .	59,323	39,845	69,168
1919 . . . .	59,185	62,896	121,081
1920 . . . .	74,560	91,374	167,934
1921 . . . .	82,071	47,922	129,993
1922 . . . .	30,554	39,564	69,118
1923 . . . .	37,273	34,565	71,838
1924 . . . .	49,146	48,500	97,655

## STATEMENT C.

*Statement showing number of wagons received at the Kidderpore Docks with cargo and bunker coal*

Years	JANUARY TO JUNE		JULY TO DECEMBER		Total wagons
	Cargo coal wagons	Bunker coal wagons	Cargo coal wagons	Bunker coal wagons	
1913 . . . .	89,023	7,942	80,694	8,206	185,085
1914 . . . .	85,639	9,159	72,006	9,596	176,400
1915 . . . .	56,154	6,870	49,352	4,778	117,163
1916 . . . .	47,668	4,159	49,799	6,900	108,533
1917 . . . .	45,885	7,364	15,769	3,713	72,731
1918 . . . .	23,371	6,002	34,491	5,364	69,168
1919 . . . .	51,115	7,070	55,536	7,360	121,081
1920 . . . .	61,681	9,879	81,757	11,617	167,934
1921 . . . .	70,407	11,664	40,945	6,977	129,993
1922 . . . .	24,841	5,913	33,151	5,413	69,118
1923 . . . .	32,577	4,696	31,018	3,547	71,838
1924 . . . .	49,476	6,670			97,655



## STATEMENT 'A'—cont'd

## STATEMENT OF COAL SHIPPED—cont'd

	1910	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924 10 months
<i>B Bunker Coal</i>													
Docks	Tons 1,590.6	Tons 1,577	Tons 1,418.99	Tons 1,090.34	Tons 69,880	Tons 53.9	Tons 30,044	Tons 61.5	Tons 0.868	Tons 108.35	Tons 17,863	Tons 17.4	Tons 0.484
Overseas							169,557	180,404	907.15	989,068	19,857	930.46	246,357
G. C. D.						6,113	48.63	33,041	80,315	80.5	0.135	5,074	71,156
Total for 1st 6 months	1,590.6	1,577	1,418.99	1,090.34	69,980	109.6	46.64	74,040	3,954.98	478,718	90.85	300,044	347,997
<i>Docks</i>	1,590.6	1,518	1,500.00	77.81	73,017	18,104	38,309	61.40	117.89	48,455	1,886	18,875	18,160
<i>Overseas</i>						1,011.0	18,011	6,044	993,029	900,566	919,800	50,013	196,480
<i>G. C. D.</i>					46,803	36,909	93,400	47,545	6,917	6,068	74,073	43,756	4,831
Total for 2nd 6 months	1,590.6	1,518	1,500.00	77.81	119,820	14,203	93,810	337,991	487,805	414,800	315.63	31,644	57,594
Total of bunker coal	919.8	541.05	911.1	186,615	189,800	33.85	495,166	61,911	846.53	893,507	596,403	61,888	605,591
GRAND TOTAL	3,007,004	906.6	41,900	1,878,104	1,853,844	1,041,000	1,038,005	161,971	3,917.3	747,600	1,061,107	1,63,909	1,699,433

\* Four months figures up to October 1924

The figures for overseas coal are not available up to 1917

## STATEMENT " B "

*Statement showing number of Wagons received with Coal during each half year in the years 1913 to 1924*

Years	Jan. to June				July to Dec				TOTAL			
	Wagons.				Wagons.				Wagons.			
1913	.	.	.	.	96,163				89,920			185,083
1914	.	.	.	.	94,709				81,602			176,400
1915	.	.	.	.	63,033				54,130			117,163
1916	.	.	.	.	51,625				56,709			108,533
1917	.	.	.	.	53,249				10,482			72,731
1918	.	.	.	.	29,323				39,845			69,168
1919	.	.	.	.	58,185				62,896			121,081
1920	.	.	.	.	74,560				93,374			167,934
1921	.	.	.	.	80,071				47,922			129,993
1922	.	.	.	.	30,554				38,564			69,118
1923	.	.	.	.	37,273				34,565			71,838
1924	.	.	.	.	49,146				48,509			97,655

## STATEMENT C

*Statement showing number of wagons received at the Kidderpore Docks with cargo and bunker coal*

Years	JANUARY TO JUNE		JULY TO DECEMBER		Total wagons.
	Cargo coal wagons	Bunker coal wagons	Cargo coal wagons	Bunker coal wagons	
1913	88,993	7,942	80,624	8,296	185,083
1914	85,839	9,159	72,006	9,596	176,400
1915	56,164	6,809	49,350	4,778	117,163
1916	47,666	4,159	49,799	6,909	108,533
1917	45,885	7,364	15,769	3,713	72,731
1918	23,391	6,009	34,481	5,364	69,168
1919	51,115	7,000	55,536	7,360	121,081
1920	64,681	9,879	61,757	11,617	167,934
1921	70,407	11,664	40,945	6,977	129,993
1922	24,641	5,913	33,151	5,413	69,118
1923	39,577	4,696	31,018	3,547	71,838
1924	49,476	6,600			97,655

STATEMENT D  
DOCK TRAFFIC—Exports other than Coal (in Tons)  
Reply to Question No 3

Commodities	Years	1912 13	1913 14	1914 15	1915 16	1916 17
Wheat and Seeds including Myrobalan	1st half year	Tons 46° 99°	Tons 3° 8 °03	Tons °0° 696	Tons 143 616	Tons 9° 0 8
	2nd	111 °63	106 713	70 241	56 987	54 012
	TOTAL	574 260	432 916	°7° 937	°01 603	151 038
Jute	1st half year	156 °65	1° 5 705	8° 584	161 415	115 34°
	2nd	310 °37	° 8 °	°1° 184	°15 °81	°3° 959
	TOTAL	466 0°	364 317	°94 778	378 6 6	348 301
Tea	1st half year	44 °84	44 999	41 566	51 °96	47 93°
	2nd	49 413	49 335	61 144	68 051	48 0
	TOTAL	9 697	94 334	104 710	119 347	96 037
Rice	1st half year	40 18	17 909	10 166	8 187	11 673
	2nd	44 715	31 454	4 079	7 115	5 04°
	TOTAL	84 90°	49 363	15 145	15 70	16 715
Cotton	1st half year	3 717	3 958	5 485	6 45°	5 785
	2nd	2 290	11 977	3 47°	6 674	3 °52
	TOTAL	6 007	15 935	8 957	13 126	9 075
Shellac	1st half year	8 547	6 804	9 949	9 9	1° 836
	2nd	11 994	10 078	0 318	11 635	0 014
	TOTAL	20 540	16 88	10 °67	°10 7	°1 850
Hides and Skins	1st half year	21 974	18 895	14 856	18 481	18 393
	2nd	°3 2°3	2 549	1° 6°7	17 °95	14 °08
	TOTAL	45 107	41 444	7 483	35 776	3° 601
Gunnies	1st half year	11 388	9 8°5	11 4°6	3 484	51 999
	2nd	11 047	10 031	13 0 8	40 044	48 0 °
	TOTAL	22 43	19 856	°5 1 4	41 °8	100 051
Manganese Ore	1st half year	33 054	37 98°	38 66°	34 °	110 110
	2nd	44 117	37 751	19 260	54 157	1 0 399
	TOTAL	77 171	75 735	57 9	8 619	° 0 509
Pig Iron	1st half year	*	45 01	°0 074	57 999	61 5 5
	2nd	*	°8 410	°8 8 5	°5 016	34 ° 3
	TOTAL	*	74 117	48 889	63 015	97 °03
Sugar	1st half year			6 561	5°	350
	2nd		1 144	8 0 8		79
	TOTAL		1 144	14 619	°	4°0
Miscellaneous	1st half year	53 530	° 006	14 07	19 418	49 9 1
	2nd	69 117	°1 5°0	15 9°0	°4 464	°0 014
	TOTAL	1° 641	45 966	7 1 8	43 884	79 845
GRAND TOTAL		1 512,354	1 ° 31 589	°0° 659	1 6 4 085	1 145 159

\* Quantities of Pig Iron shipped are included in the figure shown against the item Miscellaneous —

STATEMENT D  
DOCK TRAFFIC—Exports other than Coal (in Tons)  
Reply to Question No. 3

1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24	1924 from April to September
Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
115,000	124,000	100,000	102,000	100,000	100,000	100,000	224,900
101,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	73,000
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	41,000
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	90,000
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	4,200
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	10,700
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	11,700
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	12,800
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	187,127
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	155,883
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	56
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	73,301
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	
100,000	100,000	100,000	100,000	100,000	100,000	100,000	836,003

no separate records were kept

## STATEMENT E.

*Statement showing number of wagons received at the Docks with other cargo than coal during each half-year in the years 1913 to 1924.*

Years.	For the Docks.		For Jetties and Port Trust Railway.		TOTAL.		GRAND TOTAL.
	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	
	Wagons.	Wagons.	Wagons.	Wagons.	Wagons.	Wagons.	
1913	27,629	26,771	1,173	1,785	28,802	28,556	Wagons. 57,358
1914	31,808	19,104	1,902	1,510	33,830	20,614	54,444
1915	30,909	22,072	2,097	2,015	33,006	24,087	57,093
1916	28,107	23,303	2,107	2,709	30,274	26,102	56,376
1917	22,130	18,729	1,891	2,896	24,121	21,625	45,746
1918	14,279	26,472	1,733	2,123	16,009	28,595	44,604
1919	20,649	20,760	2,380	2,773	23,029	23,533	46,562
1920	20,931	23,212	1,671	1,761	22,502	25,003	47,505
1921	19,763	26,320	1,218	1,348	20,981	27,668	48,649
1922	28,417	34,247	1,391	1,558	29,808	35,805	65,613
1923	41,367	38,650	1,497	1,691	42,864	40,341	83,205
1924	45,745	..	1,475	..	47,220	45,101	92,321

## STATEMENT F.

*Statement showing the average turn round time of all wagons loaded to Docks only from 1st January 1924 to 31st October 1924. (Jetty figures are not included)*

Railways	JANUARY TO OCTOBER 1924		
	Total Nos of wagons.	Total detention hours.	Average turning round per wagon = hours
East Indian Railway	119 677	4 689,774	39
Bengal Nagpur Railway	36,168	1,354 039	37
Eastern Bengal Railway	14 018	563 694	40

### STATEMENT G

## APPENDIX H

*Note re Mechanical Handling of Coal (re question 14)*

It will perhaps be convenient to divide the different types of mechanical appliances for unloading coal from railway wagons into the holds of sea-going ships into two divisions, namely,—

- A Those in which the transfer of coal from wagon to ship is dependent on the action of gravity after the wagon has been placed in a suitable position and
- B Those in which the transfer is effected by some intermediary receptacle such as skip, belt or grab with a qualifying remark that a number of plants have been installed in different parts of the world in which combinations of two or more of these types are utilised to meet special circumstances

The former class "A" may be sub-divided into three sub-divisions —

- Type 1—Those in which the wagon is raised by being run or drawn on to an elevated staithe
- Type 2—Those in which the wagon is raised by an ordinary type of portal crane after being placed on some kind of trav or platform
- Type 3—Those in which the wagon with its load is raised by an hoist or elevator worked by hydraulic or electric power

Type 1 is shown on the attached diagram as figure "A1" It is particularly suitable when a high level staithe can easily be provided as for example by being levelled out of the side of a steep hill coming down to the water. Failing these conditions the staithe must be constructed of masonry, metal or timber. The wagons may be emptied either by means of hopper doors if they are of this type or by being revolved in a cradle tipped sideways into a shoot. In both cases gravity is relied on to empty the coal down a shoot into the hold of a vessel. When the vessels are large sea-going steamers such as those employed in the Calcutta trade and when these are floating on water but little lower than the quay level as in the Kidderpore Docks this type is unsuitable for adoption and the more so as the amount of breakage is considerable.

Type (2)—This type is shown on the attached diagram as figure A (2) and it consists of a heavy pillar revolving on a built pedestal which has an archway large enough to pass shunting locomotives and wagons. The turning of the pillar and jib is effected by hydraulic cylinders and the lifting mechanism consists of an hydraulic cylinder with ram and multiplying sheaths. There is also a tipping cylinder acting upon the tipping chain by which the rear end of the wagon is tipped up. Attached to the lift and tipping chain is a cradle for receiving coal trucks of either end or bottom opening door pattern, which fits into a seat placed on the rails at any point on the quay. The plant at Middlesborough has a lifting power of 15 to 30 tons and the maximum height of lift is 66 feet. This type is not in very general use and is believed not to have been adopted to any considerable extent within recent years. The amount of breakage is considerable and there is no special advantage connected with it.

Type (3)—This type is shown as figure "A (3)" on the diagram. Tips of this kind were recently installed at Immingham. They deal with end tip or bottom door wagons of a gross weight of 30 tons, the dimensions of the wagon provided for being 25 feet long over buffers. The full wagons are drawn on to the cradle at the quay level and the empties are run off on an overhead viaduct. The hoists are operated hydraulically and the shoot is fitted with hinged doors at the nose end adjustable by chains. These hoists are said to lift at the rate of 180 feet per minute with a pressure of 300 lbs. They have the advantage of discharging direct into a steamer and if only one hoist per berth is provided, are comparatively cheap but this means



that loading can only proceed at one hatch at a time and the hoists being very massive are often made immovable so that the steamer has to be moved to serve the different hatches. When loading into comparatively large steamers which would be high in the water when empty, the breakage of coal must be considerable.

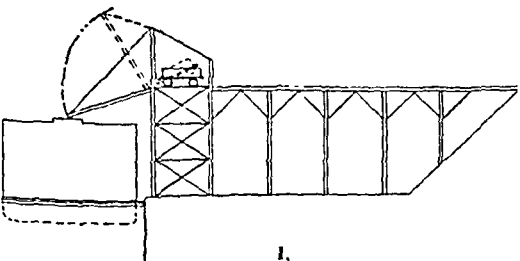
*B (1) —Crane and ship type*—This type is shown in the diagram under figure 'B 1' and consists in its simplest form, such as the "Lewis Hunter" plant at Cardiff of an arrangement for end tipping the contents of a 10 ton wagon (now being enlarged to 20 tons) into a steel box or skip which is put on board a steamer and lowered into the hold, and then emptied by the opening out of the bottom of the skip. The cranes used may be sufficient in number to load at each hatch simultaneously and can be made to move along the quay to fit different steamers and to minimise trimming. The "Beckett" type in use at the Kidderpore Docks is a modified version of this plant, it was especially recommended by the Government Committee in 1901 to meet the conditions obtaining at Calcutta, namely the use of covered wagons the use of wagons with larger loads of coal than could readily be handled in one ship load and a considerable proportion of dumped coal. Roughly speaking the 'Beckett' plant requires half the labour force of a berth using labour only, as the wagons when unloaded direct into the steamer are emptied by coolie labour through an intermediate hopper into 5-ton ships which are employed.

*Type B (2) —Continuous Belt or Conveyor*—This type is shown under figure 'B (2)'. With this type the wagon is emptied by being tipped endways or sideways into a steel hopper which feeds a receiving belt which in turn either feeds direct through a shoot into the ship's hold or transfers the coal to another belt running along the quay from which it is taken by two belts over the ship and down the shoot. The belt may be made of flexible steel or of a composition of canvas and rubber. The type of this plant manufactured by Messrs Fraser and Chalmers at the Kidderpore Docks was completed in 1914 but was not found acceptable to the trade and was difficult to operate owing to the inability of the railways to provide sufficient end tipping open wagons on which its whole success depends. This plant manufactured by Messrs Fraser and Chalmers at the Kidderpore to the belt and is not at present in use as it is considered to involve a considerable amount of breakage. Other minor defects were experienced in the first instance but these could have been overcome. Such plants are in use at Hull, Port Talbot and South Africa.

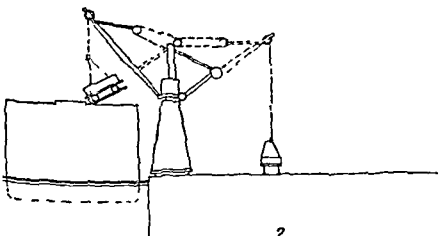
*Type B (3) —Overhead Gantry crane and ship*—This type is shown under figure 'B (3)' and consists of an overhead "Gantry" on which runs an electrically operated lifting arrangement which can lift either from an open wagon or from a stock heap and then run over the steamer's hatch where it can be unloded well down in the hold of the vessel. Provided there are as many gantry cranes as there are hatches work can go on simultaneously at all the hatches but it is difficult to move the transporters along the quay and it is not possible when loading direct from wagon to ship completely to empty even open wagons by the grab. It is however, far more suitable than any other type of plant for loading from a stock heap to the steamer.

MECHANICAL COAL PLANTS.

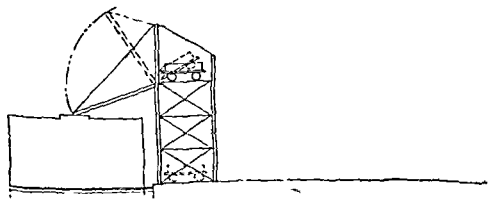
TYPE A.



1.



2.





## STATEMENT J

17 (a) Statement showing charges on coal.

Year	Cargo coal.	Bunker coal.	REMARKS
	Per ton. Rs. A. P. 0 5 6	Per ton. Rs. A. P. 0 5 6	
1912 13 to 1915 16			
Shipping	0 2 0		
Dumping	0 4 0	0 3 0	
River Due			
1916 17			
Shipping	0 5 6	0 5 6	
Dumping	0 2 0		
River Due	0 4 0	0 3 0	
War Surtax	0 2 0	0 1 0	From 1st April 1916
1917 18 to 1919 20			
Shipping	0 5 6	0 5 6	
Dumping	0 2 0		
River Due	0 4 0	0 3 0	
War Surtax	0 6 0	0 3 0	Revised from 1st August 1917
1920 21			
Shipping	0 5 6	0 5 6	
Dumping	0 2 0		
River Due	0 6 0	0 4 0	River due revised from 1st April 1920
1921 22 to 1923 24			
Shipping	0 8 0	0 8 0	
Dumping*	0 3 0		
River Due	0 8 0	0 6 0	River due enhanced from 1st January 1922

\* Dumping charge has been suspended from 1st January 1924

17 (1) Statement showing charges in some of the principal exports other than coal

Year	Wheat	Seeds	Jute	Tea	Rice	Cotton	Cumilis	Matla rest	1 lg Iron	REMARKS
	Per ton Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	Per cwt. Rs A P	
1912 to 1913 14										
Shipping	0 4 0	0 5 0	0 2 0	0 0 9	0 1 0	0 - 0	0 6 0	0 6 0	0 12 0	
River Due	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 1 0	0 4 0	0 1 0	0 4 0	
1914 15 to 1915 16										
Shipping	0 4 0	0 5 0	0 - 0	0 0 9	0 1 0	0 - 0	0 6 0	0 6 0	0 12 0	
River Due	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 1 0	0 4 0	0 1 0	0 1 0	
War Surplus	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 1 0		Level from 1st February 1915
1916 17										
Shipping	0 5 0	0 5 0	0 - 0	0 0 9	0 12 0	0 2 0	0 6 0	0 6 0	0 12 0	
River Due	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 1 0	0 4 0	
War Surplus	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	0 1 0	0 4 0†	† Level from 1st April 1916
1917 18 to 1918 19										
Shipping	0 5 0	0 5 0	0 2 0	0 0 9	0 12 0	0 2 0	0 6 0	0 6 0	0 12 0	
River Due	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 1 0	0 4 0	
War Surplus	0 12 0	0 12 0	0 12 0	0 1 0	0 1 0	0 12 0	0 1 0	0 6 0	0 8 0	Rate of war surplus revised from 1st April 1917
1919 20										
Shipping	0 5 0	0 5 0	0 4 0	0 1 0	0 12 0	0 2 0	0 12 0	0 6 0	0 12 0	
River Due	0 12 0	0 12 0	0 12 0	0 12 0	0 12 0	0 12 0	0 12 0	0 7 0	0 12 0	Rate of river due revised from 1st April 1920.

1921 22

Shipping .

River Due . .

1922 23 TO 1923 24

Shipping . . .

River Due . . .

0 5 0	0 5 0	0 4 0	0 1 0	0 12 0	0 4 0	0 12 0	0 8 0	0 12 0
1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	0 10 0	1 0 0
0 8 0	0 8 0	0 4 0	0 1 0	0 12 0	0 4 0	0 12 0	0 8 0	0 12 0
1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	0 10 0	1 0 0

Rate of River 1st raised  
from 1st January  
1922

\* Dumping 2 annas per ton but increased to 4 annas per ton from 1st September 1921.

## STATEMENT L.

19 (a). Statement showing the total revenue derived from charges on coal.

Year.				Shipping, etc.	River Dut.	War Surcharge.	TOTAL.
				Rs.	Rs.	Rs.	Rs.
1912-13	.	.	.	12,55,014	9,56,381	..	22,11,395
1913-14	.	.	.	12,96,723	9,52,764	..	22,49,487
1914-15	.	.	.	10,80,225	8,18,790	..	18,99,015
1915-16	.	.	.	6,55,632	5,41,754	..	12,97,386
1916-17	.	.	.	7,53,440	5,66,306	2,07,220	15,26,975
1917-18	.	.	.	3,79,884	2,67,331	2,26,048	8,73,263
1918-19	.	.	.	4,85,580	3,31,507	4,41,485	12,58,572
1919-20	.	.	.	7,92,634	5,33,459	7,42,915	20,69,008
1920-21	.	.	.	10,02,408	11,06,562	..	21,08,970
1921-22	.	.	.	7,15,267	7,58,044	..	14,73,311
1922-23	.	.	.	5,48,239	6,08,960	..	12,47,205
1923-24	.	.	.	5,68,527	8,14,514	..	13,83,041

## STATEMENT M

19 (b) Statement showing the total revenue derived from charges on exports other than coal

Year	Shipping etc	River Due	Wat Surcharge	TOTAL
	Rs	Rs	Rs	Rs
1912 13	12 4 25	8 09 118		21 73 843
1913 14	10 7 476	6 78 437		17 50 913
1914 15	10 11 075	5 35 896	1 37 914	16 84 835
1915 16	12 28 915	5 70 144	9 02 890	27 10 949
1916 17	12 68 073	5 40 070	8 57 434	26 65 4 7
1917 18	10 24 242	4 7 188	13 30 450	28 31 880
1918 19	9 77 448	5 14 481	19 46 460	34 38 389
1919 20	11 46 175	6 87 239	17 98 362	35 31 776
1920 21	12 0 300	16 85 744		29 36 044
1921 22	12 43 963	20 16 616		32 60 5 0
1922 23	17 94,393	28 17 374		46 11 767
1923 24	19 60 003	34 62 931		54 31 934



The check exercised to see that the statements put in by the staff as to the time taken by the wagons is actually correct is an examination of the statements each morning by the General Yard Superintendent. The time taken in breaking up the train is watched very carefully in my office, but if the delay is at the berths you cannot blame the people at the intermediate grids for not getting the wagons through more quickly.

(To Mr Legge)—The chalk-marking is done according to the shippers' orders which might refer either to the berth at which the wagons are to be placed or to a diversion to another steamer. These shippers' orders are really those given by the Coal Superintendent overnight, according to the latest information which he has received from the shippers.

The Coal Superintendent is Mr Pyster, an officer on Rs 1,000 per month. His and and occur but he also has to watch the manganese being of Officers Grade we have no hard s undoubtedly a superior officer and I

The Coal Superintendent has his own Inspectors but he is able to give instructions to the yard foremen. These foremen are under the orders of the Yard Superintendent; this officer draws slightly higher pay than the Coal Superintendent rising to a maximum of Rs 1,350. The Yard Superintendent would do what the Coal Superintendent wanted as regards coal and there is the same idea all through. If a reasonable order is given by the Coal Superintendent the Yard Master would obey it as a matter of course without reference to the Yard Superintendent. There is no friction between the two sides.

It is absolutely correct to say that the check exercised in my office is based upon the check of the stock in hand. The stock in hand is checked by stock takers who are Indians on Rs 100. There are two of them in the East Junction Yard and two in the West Junction Yard. We have several times had a surprise check and a comparison of the results shown by these stock takers, and we have found that their figures were accurate within a small margin.

(To Mr Stuart Williams)—The fact that there is a railway carriage examiner at the dock junction and also a Loco Foreman ensures an automatic check. If the returns by our staff were fudged they could not be fudged for long; the railway results would show them up.

Another point is that the yards at the docks are so close together that an officer going round the docks would at once notice if anything were badly wrong with the wagon returns.

**6 Average turn-round of wagons**—As regards the figure in statement F for "average turning round per wagon hours" the reason why the figure for the Eastern Bengal Railway is higher than for the other two railways is that a larger percentage of their wagons are back loaded and also that their empties are never returned to East Dock Junction before back loading.

**Mr Filerton**—The apparent discrepancy between our figure of 39 hours and the East Indian Railway figure of 12 days is due to the latter figure referring only to coal wagons. Similarly in our reply to 5 (b) our remark that the bulk of the wagons are returned within 24 hours refers to coal wagons. The reason why coal wagons are returned more quickly are that most of them are returned empty.

**7 Improvement in lay-out at the docks**—**Mr Burn**—The improvements in facilities to which we refer in our written reply are as follows. At the hand labour berths up to 3 years ago the service line was the third from the water and if we wished to place wagons at say, 15 berth we had to disturb the shipment work of berths 18 and 17 and 16. We have now put in an additional shipping line on the water's edge and we have moved the service line next to the dump so when we want to put in fresh wagons along the service line we do not have to disturb the work of shipping coal on the four shipment lines.

Besides these we have remodelled the shipment lines behind berths 19 and 20 so as to serve the Beckett plant more efficiently.

Another improvement is at the lottle neck, where we have altered the arrangements so as to allow the reception, breaking up and departure of trains to go on simultaneously, with this exception only that we cannot draw out wagons for breaking up and receive a train simultaneously.

Mr Elderton—As regards the costs of these improvements so far as I remember the alterations at the labour berths cost 1½ lakhs.

Mr Burns—As regards the contemplated improvements we have a separate plan showing them in detail. At present there is a single neck to the grid for breaking up the wagons and so it is possible to work only one engine there at a time. Our plan provides for two grids with two necks which will enable two engines to work simultaneously. In addition we propose to give direct connection between East Dock Junction and Mackinnon Mackenzie's Garden Reach depot as well as direct connection between their depot and West Dock Junction and vice versa. Besides that we propose to put in additional stabling yards for the mechanical berths, and that will allow these subsidiary stabling lines to be used for stabling manganese ore wagons, although they are not primarily meant for manganese ore wagons.

It is not easy to say how much of the total of 5½ lakhs to be spent on these improvements can be considered as being spent for the benefit of coal alone but I think we can say that the expenditure is mainly for the coal berths.

by wagons of general cargo going to King George's Dock and the Garden Reach berths, and so far the scheme does benefit general cargo. But mainly it is a coal scheme.

(To Mr Legge)—It benefits coal to have general cargo taken round by the avoiding line.

Mr Elderton—I may remark that all these improvements will not be carried out at once.

(Mr Binny's question)—Mr Elderton—The proposed large marshalling yard opposite Kalighat station for which land has been acquired is an entirely different matter. The original idea was to shift the Dock Junction out that way but now there is a new scheme which is to be discussed with the Railways and the Railway Board. This new dock junction scheme will not come on for certainly 5 and probably 10 or 15 years. When the new docks have been extended greatly the present junction will not be able to serve both docks so the new yard is intended first to supplement and eventually to supplant the present dock junction.

(To Mr Legge)—Mr Burns—We do not intend to improve facilities by any additional works besides those mentioned above. The additions and alterations already contemplated will meet any increase in coal traffic.

Mr Elderton—Up to at least pre-war traffic that is.

#### 8. Provision of turntables or traversers at coal berth sidings.—

Mr Elderton—The reason why we say that traversers would not facilitate the removal of unloaded coal wagons is that at present we use the four front lines as loaded lines but if we adopt the proposal we should have to alternate loaded lines and empty lines. Besides we spare out the wagons for the convenience of the coolies loading from the four lines of wagons as well as from the dumps so we should have to put in traversers (turn tables are out of the question) at frequent intervals. The object of the proposal is I suppose, to

prevent the delaying of all the wagons alongside a ship because the unloading of one wagon has got behind hand but that is a mere matter of labour supervision and it should be easy to see that all the wagons are unloaded more or less at the same rate. Even if you got out an empty wagon you could not get back a loaded one into its place.

*Mr Burns*—14 to 16 wagons would be affected and there are four shipping lines at each berth. All four lines can be worked at once but not all the wagons on each line. We never have a large enough labour supply for that.

*Mr Ellerton*—You will see from the plan of the berths that it is quite easy to get out all the empties at one time from each berth even if the other berths are being used. We take out each rake of wagons from a line as fast as they are all emptied.

**9 Demurrage**—*Mr Elderton*—I think the reason why the demurrage rate payable by the Commissioners to the Railways was fixed at 1 anna 8 pies per hour for a four wheeled wagon is as follows.—Under our old agreements we paid one pie per ton of the actual carrying capacity of the wagon per hour. Under the present agreements demurrage is not paid on individual wagons and it was therefore necessary to have a fixed rate per wagon. 20 tons was taken as the carrying capacity and the old rate applied.

(*Mr Banerjee's question*)—*Mr Burns*—We have clauses in our coal agreement with our labour contractors under which we can make them pay demurrage if we incur it to the railways. The demurrage is charged when there is delay in unloading wagons. But when the results on the whole are good and when the question of demurrage arises only for a few wagons we do not in fact recover anything from the contractors but we put the position before them every month and remind them of the letter of the agreement.

**11 Coal berths and mechanical appliances**—*Mr Ellerton*—The reason why the Beckett plant is being slightly for coal is one of political coal exports and so we loaded labourers something to do there would have been less work for the coolies and some of the labour force would have been disbanded. With fluctuating exports it will always be best to do some of the work by hand, and we must give Messrs Bird & Co a chance of keeping their labour together. If now there should be an increase in the export of coal we could spare 1/3rd of the Beckett plants for coal but there would have to be an increase of at least 500,000 tons before there would be sufficient work to justify our considering the installation of another Beckett.

(*Mr Banerjee's question*)—*Mr Elderton*—It is not correct to say that the wire-ropes on the skips of the Beckett plant are not long enough to reach to the bottom of the hold. I do not know the grounds on which the Indian Mining Federation made the statement. We supply the plant with ropes of adequate length and if any portion of the rope goes wrong we do not cut it but scrap the whole. (*To Mr Stuart Williams*)—The plant has been working for 20 years but I have heard of no complaints on this score until the last few months. We can certainly undertake to ensure that the tubs are lowered to the bottom of the hold.

*Mr Ellerton*—I do not understand how any witness could have said that if there was a vessel at each of the coal berths only 600 tons could be loaded per day at each under present conditions. If no additions were made to the present labour force this might be correct, but it would only be necessary to recruit more men.

*Mr Burns*—As regards the number of days taken to load steamers it must be remembered that the size of the average cargo boat taking coal at Calcutta has increased recently. If you leave out ships taking less than 4,000

tons, then you will find the average running to about 8,000 tons per ship as against 5 to 6 thousand in pre-war times. It now takes eight or nine days to load a ship of that kind. In December out of 17 steamers that loaded coal 10 were large ones such as I have mentioned. They loaded at the rate of 900 tons a day.

*Mr Elderton*—We admit that this is slow work but it is due to supply trouble. The coal comes down neither regularly enough nor quickly enough. To load 1,500 tons a day means that we must have a good wagon supply. I should not admit that this slow work reflects discredit on the port for it is not the fault of the port authorities. But it is probably quite true that the slow loading does affect the ships' willingness to take contracts at Calcutta.

regularity of wagon supply. My own opinion is that the committee is not needed at present but that it should be appointed before any plant is put in when the time comes to take up this proposal. I agree that it might be useful to have the opinions of the committee on record.

*Mr Ellerton*—As regards the general complaint that Calcutta is backward in the provision of mechanical loading appliances for coal, I would say that it is a question of cost. With our conditions of supply coolies are cheaper than mechanical plant per ton of coal shipped. If more mechanical plant is wanted by the Trade they will have to pay higher charges. It is possible that the advantages they would derive from quicker loading would make it worth their while to pay us more. I should mention that 19 and 20 berths are only partially mechanical. Side tippers for the wagons would be required to make them really mechanical berths.

Supposing we had no difficulties in regard to the regular arrivals of suitable wagons, the maximum we would handle with one Beckett plant would be 4,500 tons a day. The most that we have ever done with the Beckett plant was 5,100 tons in 2½ hours but this was working under pressure and the rate could not be kept up. A conservative rate would be 3,000 tons per day.

*Mr Burns*—We would handle an eight thousand ton steamer in three or four days without any difficulty.

*Mr Elderton*—As regards the rate at which we could load at the cooler berths supposing that we had no difficulties in the supply of wagons, we could manage 1,500 tons at each berth per day. That would give us a total maximum of 16,000 tons per day allowing for the use of 1½ Beckett plants or over four million tons in the year as contrasted with our pre-war figures of three million tons excluding bunker coal. As regards this figure of three million tons we always quote our figures by financial years and taking financial years we passed the three million ton mark in 1912-13, 1913-14 and 1920-21. Most of the bunker coal is loaded overside from boats and the Port Commissioners have nothing to do with that. I should like to remark that in our reply to Question 11 we referred to ten coal berths as being in commission; this number is exclusive of the Garden Reach berth. This berth is really a part of the Kidderpore Docks but it is worked by Messrs Mackinnon Mackenzie & Co. although the property of the Port Commissioners. Last financial year they handled 338,000 tons of coal bunker and shipment and this year their figure will be greater so Garden Reach handles a very considerable amount of coal. It would not be correct to say that Garden Reach was an addition to the facilities of Calcutta. It is rather an improvement in the facilities. Messrs Mackinnon Mackenzie & Co. formerly shipped coal at a private jetty belonging to them known as Brace Bridge Hall jetty but this jetty was acquired by the Commissioners in connection with the King George's Dock scheme and the new coal jetty was provided instead.

(To Mr. Braj)—We keep a permanent staff of coolies for the Beckett plant. It is true that the supply of labour in Calcutta fluctuates, and that at times our labour contractors have had difficulties in recruiting especially in May. In my opinion with the present amount of coal being shipped two mechanical berths are more than sufficient. When exports reach two million tons a year, it will be a question for the trade to decide whether they prefer mechanical loading or coolie loading and whether they are prepared to pay for the former.

Mr. Elderton—I do not quite know what is meant by the suggestion that there should be a storage bin in Calcutta. There would be no advantage in having such a bin, seeing that we have ground on which to stack, unless the coal is to be loaded by mechanical plant. There is no provision for a storage bin in connection with the mechanical plant that we favour. I may remark that a bin would be useless unless there was pooling and the qualities of Indian coal are a variable that it is hard to see what advantage a bin would offer in Calcutta.

15 Breakage—Mr. Burns—We do not favour the provision of shoots because they would delay loading. Slower work would result from the necessity of continually shifting the shoot as the coal is heaped up in the hold of the vessel and possibly more trimming would be needed. With coolies throwing the coal straight into the hold a certain amount of trimming can automatically be secured by covering up part of the hatchway at a time. The

that would, I think, entail consi

Mr. Elderton—We do not know any type of shoot which seems suitable. That would be a matter which might be taken up by the suggested technical sub-committee.

Mr. Burns—We did as a matter of fact try shoots in 1910-11, but (to Mr. Braj) I agree that the experiment was not on a proper scale to be decisive.

18 Variations in charges on coal—Mr. Elderton—The figure of 18/6 shown as received from the trade in 1923-24 includes besides the shipping charge miscellaneous charges for dumping, removals from berth to berth, night work, etc. This figure was obtained by dividing the total receipts by the total tonnage.

20 Terminals—Mr. Elderton—The reason why we do not include the terminal charges in our statement J is because they are given in a separate statement later (Statement N). It was thought having regard to Questions 17 and 20 that separate statements were required. I think that all the charges on coal should be considered together, and it would have suited my argument to have shown them in one statement.

21 Possibility of reducing charges—Mr. Elderton—Before the terminal was increased from 2 pies to 4 pies per mound the Port Commissioners' railway work was run at a big loss. The loss is now only slight. Our income from railway work in 1923-24, the last completed financial year, amounted to Rs. 31,00,000 and our revenue expenditure to Rs. 24,53,000, a difference of Rs. 10,10,000. Against this there has to be met the fixed charges on capital expenditure amounting to Rs. 8,40,000 at 6 per cent. on Rs. 14,16,000 and a share of the cost of general control. This share would amount to Rs. 1,60,000 if the total cost was divided in the proportion the revenue expenditure on the railway bears to similar expenditure on other portions of the Commissioners' work. This calculation does not take into account the value of the land used by the railway.

It would be a very complicated matter to divide the railway expenditure up between coal and other commodities at the Docks, but the railway work is cheaper although the same terminal of 4 pies per mound is charged on everything. According to a rough estimate we are making a profit of two

annas a ton out of the terminal on coal. On the other hand shipping is costing us about 11 annas a ton against our receipt of 8 annas per ton when fixed charges on capital expenditure and overhead expenses are taken into account, so that there is a loss of about 3 annas per ton. It is correct that we also get the river due on coal but more than half the total river due.

Port and Port Approaches  
 rred on dredging lighting  
 at Rs 32 lakhs a year  
 ie share payable by coal at  
 to Rs 81 lakhs leaving a

margin of less than one anna per ton which is insufficient to meet the nett loss on railway and shipping, apart from a share of the other general expenses of the Port. Coal is now not only giving no profit but it is not really paying its way. In 1912-13 coal was by far our most important export. Now it has lost a lot of its importance.

At Shalimar we only levy two pies per maund on coal which is the same rate as is charged by the Railways at the Howrah depot. The reason why the rate is less than at the Docks is because the work done there is cheaper and also we have always given preferential treatment to bunker coal at this depot. We once estimated the cost at 2½ pies per maund, but owing to our not having complete records of the capital expenditure on railway apart from other capital expenditure at Shalimar, we accepted the rate of 2 pies per maund.

If we were presented with a choice between spending 5½ lakhs on improving facilities and now giving a reduction of charges on coal I would reply that the interest and sinking fund charges on Rs 5½ lakhs do not amount to half an anna per ton on the coal shipped. In any case we shall not spend the whole Rs 5½ lakhs on improvements all at once and a portion of the scheme must be carried out anyhow for the King George's Dock.

(To Mr Bray)—In working out the amount that coal ought to contribute to the loss on Port and Port Approaches I based the calculations on tonnage and not on value.

(Mr Banerjee's question)—The question whether there have been such improvements in the coal dock as to justify the increase in the river dues is hardly a fair one. The river dues are a toll payable by all merchandise for the benefit of the port as a whole, they pay amongst other things for the river facilities which coal enjoys the same as other commodities. We are now doing much more in the way of lighting and dredging the river than we used to do. For example we now have three large dredgers for work in the Port Approaches whereas we only had two before 1919 and one before 1913. The river due on cargo coal is only half what it is on other commodities excepting manganese ore.

(Mr Banerjee's question)—There is no proposal to have special accommodation in King George's Dock for jute and tea. The dock will be for general goods. We have just decided to revise our charges in order to build up a reserve fund with the hope that no further increase will be needed when King George's Dock is opened. At present we are meeting the interest on the capital cost of the King George's Dock from capital but as soon as the dock opens we must start paying the interest from revenue. The Port Commissioners decided to increase the charges on tea as it is not now paying its fair share to raise slightly the charges against ships and to increase the river due by four annas a ton in the case of all imports and exports except coal, manganese ore and possibly pig iron.

(Mr Banerjee's question)—It is possibly not entirely correct to say that the terminal charges were imposed to meet the cost of the railway system. When the Port Commissioners are short of money (and it must be remembered that they do not work to make any profit) they look round to see where they can raise the extra amount needed with the least inconvenience to trade. They do not necessarily try to make each section of their work self-supporting. I have shown that with the present terminal charges we make no profit. If

three million tons a year of coal were exported I admit we should make a big profit. If we now reduced the charges on coal other trades would have to bear the expense. If a reduction would result in bigger shipments in the future and more total income, it would be good business to make the reduction. It is a point on which the Port Commissioners might think it worth while to gamble.

(*Mr Banerjee's question*)—As regards statement "N," the diminution in the receipts from coal as compared with the receipts from other commodities is due not only to the decrease in the amount of coal shipped but also to increases in other commodities, particularly manganese ore and pig iron. We have doubled the terminals on all commodities. Before 1922, they were 2 pies 1 maund as they were on coal also but then they were put up to 4 pies. The whole of this charge is borne by the Railways as regards other commodities but the extra two pies on coal they have passed on to the trade.

(*To Mr Tejje*)—I do not think we can apply the principle of not charging more than traffic can bear to this question of the terminal charges on export coal. In my view we must take the charges on export coal as a whole. We charge coal lower shipping charges and less river due. I think the charge is a bit high if we take the terminal facilities alone into consideration but before reducing it you must consider the other receipts and expenditure. The Railways always used to pay the whole of the terminals. The probable reason why they could not pass on to the trade the extra terminal on other commodities was that competition prevented it. They had to think of the possibility of the commodities going to other ports as regards coal they thought there was no competition and they could make the trade pay.

The two annas difference in the river due on bunker and cargo coal is a special concession to bunker coal. At one time there was no river due on bunker coal like ships' stores and when we did impose the charge we made a concession. The charge practically amounts to a charge against the ship. If the river due on cargo coal was brought down to 6 annas a ton we should make no reduction in the charge on bunker coal.

**23 Departmental control of labour at docks**—(*Mr Banerjee's question*)—It is correct to say that we have recently installed cooly lines at some cost but they are not large enough to house all the labour. Also the last lines built were for No. 1 dock and not for coal labour at all.

(*Mr Banerjee's question*)—I would answer the question why we do not resort to mechanical loading if we have trouble with manual labour by saying that we have not much trouble with manual labour. We have occasionally had trouble but on the whole Bird & Co. have done us well.

**24 Opening of steamer berths**—We refer to the results of six days' notice as satisfactory because the coal begins to arrive a day or two before the time that the ships are placed at the berth.

*Mr Burns*—This proves that if the despatching and railway arrangements were satisfactory we could get down the coal with no more than six days' notice.

*Mr Ellerton*—By opening a berth we mean that railways can book to it.

*Mr Burns*—I do not think that we have given less than six days although the witnesses have referred to 4 days' notice being sometimes given.

*Mr Ellerton*—The objection to opening the berths earlier is that some coal would come down too soon and then we should have to hold back wagons or dump, both of which courses are objectionable.

**25 Objections to dumping**—We do allow dumping and without charge and it is not correct to say that we artificially put obstacles in the way of dumping in order to evade our promise not to charge for it. It is a fact that we are not doing as much dumping as we did and our staff, especially the junior members, have a tendency to avoid dumping if they can out of a sense of loyalty to the Commissioners but whether we should dump or not is purely a matter for us to decide. If we do not dump we run the risk of

demurrage which may be more than the cost of dumping. It makes no difference to the exporter whether we keep the coal in the wagons or on the ground.

The argument of the coal trade is that so long as the wagons are coming down slowly we ought to open stations early and allow coal to be dumped. This is not without justification but in my opinion if we open stations earlier and dump we ought to re-impose the dumping charges, for if we do not there will be always a feeling that we are avoiding dumping in order to save cost.

As to the suggestion that we should reduce the terminals and increase the dumping charges in the old days we used to dump one third of the coal and that would mean a reduction of one anna a ton on the whole amount, but as wagons are arriving now we would need very much more than one third of the coal on the ground if we were to get quick loading and we do think that it is a bad method of loading and it makes mechanical loading impossible. We could quote cases in which more than one half of the coal was dumped, but usually heavy dumping is due to ships having been delayed.

(To Mr Bray)—It is not correct to say that we have changed our policy as to the opening of stations since the charges on dumping were removed.

(Mr Burns)—The decision when stations will be opened is left to the Coal Superintendent subject to my intervention. It is a thing that is easily checked.

Mr Elderton—In the old days there may have been less than six days' notice given when we got short notice of the arrival of the ship.

(To Mr Legge)—Mr Burns—As regards the danger that if a preferential wagon supply were given to export coal there might be over indenting for wagons by the collieries the Port Commissioners could certainly give the railways information about how much coal was to be loaded on each ship. They did not do this in pre-war days but they did it throughout the war when control was on. The system worked well and practically no surplus came down.

(To Mr Legge)—Mr Elderton—As regards the allegation by Mr Pattinson that there is a continual fight between the Port Commissioners and the shippers as to dumping, I can only say that the allegation is not correct.

**27 Coal depots at Howrah and Shalimar.**—(Mr Banerjee's question)—Mr Elderton—We shall extend the pontoons at the depot and the gangways out to deeper water. The extension of the sidings will mean a lot of reclamation on the river side and to push forward the depots to deep water like this would take a long time. If we buy a new dredger as we are considering it would hasten reclamation. It is quite true that at low water cargo boats have to be put between the shore and the barge which is being loaded. It is a silting shore.

**28 Rents charged for coal depots.**—(Mr Banerjee's question)—Although the statement shows the rates of rent as since 1912 these rates had been in force since 1908. Although there has been an increase of 150 per cent in the rates the value of land elsewhere has increased by more since 1908. It is true that there was a land boom in 1910 but I do not consider the rates then fixed are now excessive. Also you ought really to take the charges on bunker coal as a whole and bunker coal gets preference for instance there is a toll of previously 2 annas and now 4 annas per ton on all goods passed over the Commissioners' other inland vessels wharves but we do not charge this toll at Shalimar. Besides that the rent does not merely cover the use of land we provide landing stages.

As regards the specific cases of excessive increase quoted by the Indian Mining Association their figures were wrong because they included municipal taxes both owners and occupiers whereas the Port Commissioners pay the owner's share. The maximum increase in rent was 150 per cent except in the case of Messrs Mackinnon Mackenzie & Co's depot which was previously held by them on a long lease at lower rates when this lease fell in they were charged the full current rates and therefore the increase in their case was more than 150 per cent.



We based the increases on market rates. Two or three years ago we had many applicants for these depots, but I am not certain that we should have them now.

The Port Commissioners have a bunker coal depot of their own at Shalimar through which we pass about 50,000 tons a year. If we paid rent at the same rates as our tenants the whole rent charge would amount to only 1-5 annas per ton, which is a very small amount for storage. We cannot reduce our terminal charge at Shalimar because costs have gone up and moreover the old rate of one pie a maund did not really cover the cost.

(To Mr. Bha.)—I do not agree that the rents are not charged on the correct market value of the land. The fact that we can get tenants at the rates which we fixed shows that they are reasonable. Otherwise people could go elsewhere. It is only right that tenants should pay for the facilities provided at the depots and for the advantage of being close to shipping.

I cannot say with certainty that Calcutta Property generally has gone up 150 per cent. But it must be remembered that we are taking present values as against those in 1908 and much of the Commissioners' own property, for instance the Strand Bunk lands, has certainly appreciated to that extent. In my opinion the rates were unduly low in 1908 and so even with the 150 per cent increase they are not unreasonable now. If the value of land fell, I suppose we should be forced to bring down our rents. As regards the suggestion that the rents were fixed not on the value of the land but in consideration of the Port Commissioners' financial requirements, it is so far correct that at that time the general revision of charges after the war was under consideration and the Port Commissioners laid down that the first step was to get the market value for their land. There is no feature about the coal depots that enables us to fix the rent at any figure that we please apart from the amenities of the site. I would repeat that the whole rent charge in our own case amounts to less than two annas a ton. (To Mr. Iyer.)—I point to the fact that the tenants do not go elsewhere to show that our land is worth the rates charged. (To Sir Jyendra Nath Mukherjee.)—The increase in rents was the policy of the Commissioners and was not done merely by their executive officers. All these rents were fixed by the Commissioners at a meeting in the first instance and the Commissioners considered the protests which came in afterwards and confirmed the increases. I shall send copies of the correspondence with the Indian Mining Association to the Committee. (To Mr. Binerjee's question.)—I am not in favour of the suggestion that every depot holder should be given some frontage on the river. In this connection I may say that a lot of coal stored at Shalimar is not bunker coal, but coal for local consumption. I believe that this is largely the case with the tenants of Luck depots and that the principal bunker contractors are not now handicapped. If the front depots were used for purposes other than bunker coal we could turn the tenant out. I believe the genuine bunker contractors would on the whole suffer if every depot holder were given some river frontage.

29. Charges on bunker coal loaded from depots.—In our answer to Question 29 we mean "by charges dealt with above" the terminal of 2 pies per maund mentioned in our answer to Question 20. This terminal is paid to the Commissioners by the Railways but the whole of it is recovered by the latter from the trade. The Railways used to pay us one pie per maund out of their general revenues without charging the trade anything, but when we put our rates up to two pies, they took the opportunity of recovering the whole two pies direct from the coal trade. (To Mr. Iyer.)—At Kidderpore, the Railways pay us 4 pies per maund of which they recover 2 pies from the trade at Shalimar they pay us 2 pies per maund and recover 2 pies from the trade.

31. General suggestions.—The whole difficulty is summed up in the words "slow and irregular arrivals of railway wagons."

(Mr. Binerjee's question.)—I do not think we rejected the proposal of the Indian Mining Association to have a special watch and ward staff at Shalimar. What I believe happened was that when we unofficially told the Indian Mining Association what the extra cost would be they dropped the

proposal is not being worth the cost. We do not propose to take any steps in this direction, because if we did we should have to increase our rents. The brick depot holders suffer most because there is a large coolie population living near them. The Port Commissioners have durwans there but only to watch their own interests and not to protect the tenants' coal.

Speaking as a landlord in relation to tenants we say that it is the tenants' own business to protect their coal.

## (vi) PORT TRUST, BOMBAY.

## WRITTEN STATEMENT

1 Imports of coal into Bombay port.—(a) by sea, and (b) by rail

(a) The information is given in the accompanying Statements I and II

The figures for country of origin are as follows —

## (i) Imports of Coal by Sea

Kinds of coal	1921	1922	1923	1924
	Tons	Tons	Tons	Tons
Natal	25 027	63 921	102 515	57 130
Cardiff	83 686	139 028	49 703	19 717
Durban	6 573	37 454	35 441	18 399
Differin		1 503		
English	423	890	4 003	294
Benual	203 117	42 370	48 916	133 550
Afrikan		41 602	78 403	41,945
Witbank		100	15 186	7 820
Australian	3 571	3 680	17 037	3 458
Japanese		7 234	813	80
Delagoa Bay	15 022	283		520
Transvaal				22 601
North Country Dunfer Coal			1 017	7 439
Swedish			1 423	1 358
<b>TOTAL</b>	<b>337 371</b>	<b>346 266</b>	<b>322 591</b>	<b>314 370</b>
<b>Colo</b>	<b>2 347</b>	<b>4 388</b>	<b>3 364</b>	<b>601</b>

## (ii) Exports of Coal

Nature of coal	1922	1923	1924
	Tons	Tons	Tons
Benual coal	41 022	43,367	7 400
Foreign coal . . .	144 411	136 621	118 453
<b>TOTAL</b>	<b>185 433</b>	<b>179 988</b>	<b>125 853</b>



STATMENT II  
*Calculated Balance of 1911 to 1921*

	Imports			Exports			Total Imports and Exports
	Foreign	Casting	Total	Foreign	Casting	Total	
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1911 1912	158 294	382 478	540 772	4 251	84 424	88 675	629 447
1912 1913	26,243	377 051	393 294	474	83 139	83 613	72 907
1913 1914	240 373	407 883	648 256	43	107 029	107 072	755 328
1914 1915	21 217	377 903	399 120	8 333	197 441	205 774	794 194
1915 1916	27 806	80 859	108 665	356	343 868	344 224	452 889
1916 1917	17 515	29 971	47 486	19 092	342 926	362 018	409 504
1917 1918	18 276	54 004	72 280	301	224 403	224 704	297 884
1918 1919	10 403	39 707	50 110	9 060	189 174	198 234	248 344
1919 1920	6 865	47 914	54 779	11 545	377 800	389 345	444 124
1920 1921	27 577	225 032	252 609	1 748	438 213	439 961	692 570

(b) Extract from Railway Manager's report, dated 30th January 1925  
I have only got figures for imports of coal by railway since this railway opened and they are as follows —

	Tons
1915-16	2,12,000
1916-17	10,78,000
1917-18	11,82,000
1918-19	10,44,000
1919-20	9,36,000
1920-21	5,16,000
1921-22	1,96,000
1922-23	1,17,000
1923-24	1,09,000

This does not include coal to the G I P Railway which the Chamber of Commerce says is as follows —

	Tons
1920	3,57,000
1921	1,94,000
1922	1,05,000
1923	1,02,000
1924	72,000

2 Discharging and landing of coal—(a) A ship bunkering coal for import into Bombay generally discharges her freight into lighters in the stream using ship's gear to hoist the coal up from the hold and then tipping it overside into lighters alongside the vessel. In the case of Indian coal it is not customary to weigh but in the case of foreign coal Customs generally require the coal to be weighed in their presence on board the ship. I understand that Customs do not always insist upon such weighing. The method of weighing is by means of filling large iron tubs which are then tipped overside into the lighter, i.e., the actual weight is taken on board the ship and not the lighter.

(b) The lighters, if country craft, sail to the bunders and, if iron barges, are towed.

(c) The unloading and stacking on the bunders is carried out by cooly labour. They carry the coal in baskets on their heads crossing a plank from boat to bunder and dumping on to the stacking ground which is alongside the wharf.

(d) Transporting from the stacking ground on the bunders for local consumption is effected by means of motor lorries and bullock carts. For distances further afield such as Kurla and beyond Kalvan to Ambernath transportation is done by means of lorries and occasionally by railway, depending upon the cost at the time. The coal is usually weighed at the bunders before transport in the manner already indicated, i.e., by means of baskets on a portable scale. As to exports on the bunders for purposes of bunkering the process is the reverse of importing, the coal being weighed on the bunder instead of on the ship.

3 Improvement of coal handling facilities—There are no schemes under contemplation having the object of providing mechanical appliances. There is, however, under construction additional storage ground and wharfage in the shape of a new coal bunder.

4 Charges levied by the Port Commissioners —(a) In the docks wharfage charges on coal passing over the wharves were as follows —

	How charged	Imports	Exports
1912 to 31st March 1917	Per ton <i>Plus 25 per cent surtax from 1st April 1915</i>	Re 0 14 0	Re 0 14 0 (with Port Trust labour)
1st April 1917	Per ton	Re 0 8 0	Re 0 8 0 (without Port Trust labour)
1st January 1922 to date	Per ton <i>Plus 50 per cent surtax</i>	Re 1 0 0	Re 1 0 0 (without Port Trust labour)

*Note* —No free days are allowed in the case of coal

(b) No other bulk cargoes are imported and stacked in the docks

At the bunders the following rates of wharfage have been levied since 1912 —

Up to 30th September 1919 at 1 anna per ton

From 1st October 1919 to 31st December 1921 at 2 annas per ton

From 1st January 1922 to date at annas 2 per ton *plus 50 per cent Surtax*

5 **Reasons for variations in charges**—The docks wharfage rates ordinarily include the supply of labour on the wharves, but as it was decided in 1917 that labour would not be supplied for bulk coal-cargoes the wharfage rates were materially reduced. The enhancement of the docks wharfage rates from the 1st January 1922 for coal and certain other principal commodities and the imposition of a surtax of 50 per cent were rendered necessary in order to enable the Trustees to balance their Financial Budget as required under the Port Trust Act.

6 **Cost of landing coal**—In addition to the wharfage charge (borne by the importer) a ship in stream pays the cost of discharging into lighters about Re 1 per ton. After this the following costs are borne by the importers —

(a) For lighterage about 10 annas a ton

(b) For discharging and stacking at the bunders a further 10 annas per ton

(c) For cost of tallying on board ship 1 anna per ton

(d) For cart transport from Muzgon Coal Bunder to nearest Port Trust Railway Station about 12 annas a ton and proportionately higher for longer distances to mills etc

It will be understood that these are average rates and are liable to fluctuation

7 **Possibility of reduction in Port Commissioners charges**—The traffic and revenue to be derived from colliers in the docks does not justify any reduction of the wharfage rates. Except to meet specially emergent conditions such as were experienced in 1921, coal is not a desirable commodity to handle in large quantities in the same dock with general cargo owing to the damage likely to be caused by lay-out of docks for general uses. Accommodation and the other special facilities for obtaining economical and rapid handling of coal in bulk at the proposed Coal Dock in Bombay would probably be more costly than the present bunder system and it is understood that the reason colliers do not avail themselves of a berth in the docks is because the existing stream and bunder methods are cheaper.

8 and 9 **Labour supply**—The Port Trust provide no labour for coal and colliers berthed in the docks are required to discharge direct into railway wagons alongside the ships agents providing the labour for loading the wagons

10 **Stacking accommodation**—There is stacking capacity for 215 298 tons coal at the present time at Mazagon Coal Bunder and Haji Bunder and further stacking capacity of 141 200 tons at the Railway Depot Station Ground is allotted on application and held on monthly tenancy for which rent is paid whether there is coal on the plot or not. The rent charges since 1912 are as follows and they were increased for reasons stated in question (a) —

#### Coal Bunder

Up to April 1920 Rs 7 per stick of 500 sq feet per month

From May 1920 up to date Rs 7+10 per cent per stick of 500 sq feet per month

From January 1915 Rs 10 per stick of 500 sq feet per month for 80 strip adjoining Wharf Road

From May 1920 Rs 10+10 per cent per stick of 500 sq feet per month for 80 feet strip adjoining Wharf Road

#### Haji Bunder

From April 1920 Rs 10 per stick of 500 sq feet per mensem

From November 1920 up to date annas 3 per sq yard per mensem

#### Railway Depot Station

From January 1915 Rs 7 per stick of 500 sq feet per mensem

From May 1920 Rs 7+10 per cent per stick of 500 sq feet per mensem

From November 1920 up to date at 3 annas per sq yard per mensem

11 **Coke**—The same remarks apply to coke as for coal

12 **Imports of liquid fuel**—(a) and (b) The imports and exports of liquid fuel since 1920 were as follows —

	Imports	Exports
	Gallons	Gallons
1920-21	24 756 531	2 994 620
1921-22	37 097,378	4 029 075
1922-23	40 070 471	7 829 954
1923-24	54 619 638	11 063 770

No separate record was kept of the quantity of liquid fuel supplied for bunkers but it may be assumed that the above export-figures represent mainly bunkers

(c), (d) and (e) Statement shewing the number of vessels (excluding R I M vessels and Men-of War) burning oil coal and oil and coal calling at this port

	1920-21	1921-22	1922-23	1923-24	From 1st April 1924 to 31st Dec 1924
(c) vessels burning oil only	122	109	203	221	157
(d) Do. coal only	3,516	3 608	3 571	3,514	2,511
(e) Do oil and coal	2	2	1	5	3

Number of vessels burning oil only does not show great increase



P. R. CADELL, Esq, C.S.I., C.I.E, I.C.S., Chairman, Bombay Port Trust, H. E. LEES, Esq, Controller of Stores, J. R. REYNOLDS, Esq, C.I.E., Railway Manager, C. N. RICH, Esq, Dock Manager, F. H. TAYLOR, Esq, Land Manager.

*Oral evidence—February 2nd, 1925*

**1 Imports of coal**—*Mr Cadell*—The statement put in shows the quantity of coal actually bunkered in Bombay during the last four years. We keep no separate figures for foreign coal bunkered.

*Mr Pich*—The Customs Department may have such figures.

*Mr Cadell*—I think that the figures of "export of foreign coal" would probably represent coal bunkered.

*Mr Taylor*—The figures given for export of foreign coal for past 3 years represent those for the calendar and not the financial year and hence they will not quite link up with those of previous years which are based on financial years.

*Mr Cadell*—It will be observed that the exports of Indian coal in some years exceed the imports shown. The difference might have come in by railway.

*Mr Taylor*—I am afraid that we cannot give figures showing countries of origin for 1912-13 as we have no longer these records.

It is correct to deduce from the statement that the amount of foreign coal bunkered has gone up and the amount of Indian coal bunkered gone down.

*Mr Cadell*—You will observe that there has been a very large decrease during the last three years.

(*The President*—The point which I wish to clear up is whether there has been a very large decrease in the total amount of coal bunkered during the last three years.)

*Mr Taylor*—During 1920-21 there were a lot of troops ships coming in after the end of the War and that meant an unusual amount of coal being bunkered. Besides that a large number of steamers have been converted to burn oil.

*Mr Rich*—The amount of oil taken in bunkers last year represented the equivalent of 80 000 to 90 000 tons of coal. There were just over 11 000 000

which represent bunkers

number of coal burning vessels has not numbered that very many of these vessels

are small. The actual percentage of oil burning ships visiting Bombay has doubled in the last 3 years.

*Mr Rich*—Also during the last 2 or 3 years there has been a general reduction in the coasting trade, for example the Bombay Steam Co. has done less business. The general trade depression has left its mark on shipping.

*Mr Cadell*—The trade depression has been very slightly reflected in the figures for steamers visiting Bombay. Perhaps Mr Rich can say whether there is a growing tendency for ships to bunker elsewhere.

*Mr Pich*—I am afraid that that is not known to us. Bunkering in the docks is free. We do not check it in any way except that we check the number of lighters coming in with coal. This check on lighters is kept because all lighters pay dock dues when in the docks. Almost all general cargo vessels come into the docks to discharge and load, and practically all vessels visiting the docks bunker while in dock. But though most of the bunkering is done whilst the steamer is in dock some is also done in stream. The Australian mail no

longer calls at Bombay, and that means the loss of a certain amount of bunkering. Even the ferry steamer now bunkers chiefly at Aden, because it has no time to bunker at Bombay.

*Mr Cadell*—I do not think that the Government transports would be shown under "R I M vessels or Men of War." They would be included in the general statement of vessels visiting Bombay, if they used the docks.

*Mr Taylor*—I think we must assume that all the coal shown as exported was taken into bunkers in that year. We were not exporting anything because of the coal control.

*Mr Reynolds*—We exported a great deal of coal to Mesopotamia during the War and perhaps these figures reflect it.

*Mr Taylor*—These figures refer to a period after the War.

*Mr Cadell*—However, we may still have been exporting a fair amount to Mesopotamia.

1 (b) *Mr Cadell*—The coal imported by the G I P is presumably the coal that comes by rail, to their own store at Byculla.

*Mr Reynolds*—I think that they have closed their Byculla store now. But there are one or two sidings which they supply in Bombay, for example the Gas Co. They have one or two stations where they may take coal but not very much is coming in now by rail. It would be about 70,000 tons and the Gas Co. must take a certain proportion of it.

*Mr Cadell*—I should mention that in forwarding figures about coal imports the Land Manager stated in his covering letter that they do not include imports by the B I, the P & O or Bombay Steam or those of the Railways at their private wharfs. So our figures are not complete, we have no idea how much is done by the B I, and P & O at their own wharfs.

2 Discharging of coal—*Mr Taylor*—I do not think that any bunkering is done from steamer to steamer.

*Mr Cadell*—It would be very difficult to arrange because it would depend on the collier being in stream at precisely the right time.

\*The following note was subsequently furnished by the Secretary to the Port Trust—

Reasons for the large decrease of export coal between the years 1921 and 1922.—In 1921 the Royal Indian Marine shipped 129,697 tons coal which it

	Tons	Tons
Thus—		
Export coal in 1921	= 439,961	
Export coal in 1922	= 186,333	
Difference		253,628
R I M Special export	= 129,697	
Oil equivalent	= 60,000	
		189,697
	Difference	63,931

This remaining difference is believed to be chiefly attributable to—

- (a) Import vessels in Europe  
It is known from cargo general cargo

(b) The study of greater economy in coal on board vessels generally

*Mr Taylor*—There is not much direct unloading of coal into lorries in Bombay coal may be unloaded direct into lorries at the docks but very little is done there My opinion is that the importers prefer to take their coal from stacks

*Mr Rich*—Practically no coal at all is now discharged at the docks In 1922 a considerable number of Clan vessels brought about 300 to 400 tons of coal each, in 1923 one only and in 1924 none Practically every Clan vessel brings a parcel averaging 200 tons of coke

*Mr Cadell*—  
use Prince's Dock  
Dock could not  
entrance Mall  
and it is small but it is fairly near the Prince's Dock We could arrange to give up the Prince's Dock for coal, and handle elsewhere the traffic now dealt with in it but I do not think that it would suit the trade

*Mr Rich*—Prince's Dock cannot manage ships with an average draught of more than 22' 6" to 23' 0" except at specially high tides but the shape of the barge and the size of its bilge keels affect this question of draught, also I should think that the wharves are so narrow that it would be difficult to get the coal away in wagons quickly

*Mr Reynolds*—There are no lines at Prince's Dock except on the Small jetty where we could manage to work coal The Dock was built long before there was any idea of using rails for handling imports On the east side there are no rails at all

*Mr Rich*—The jetty is from 30 to 35 feet wide and the outside edge of it is taken up by the dock cranes Thus there is only room for one line of trucks and they would be in a dead end Therefore the turn round of the wagons would be slow

*Mr Taylor*—Of the coal bunders, Haji Bunder has rail connections

*Mr Cadell*—There is room there for coal brought in by private importers The G I P have taken up their section but the B, B and C I have not taken the section allotted to them I am informed that the coal importers prefer having their stacks at the other bunder and not at Haji Bunder because  
ing  
rail  
by t  
the  
down  
because the railway is quite close, but there has been no demand for it You may take it that there is no possibility of unloading coal direct into wagons except at the Alexandra Dock Any proposal to allow for such unloading would necessitate complete remodelling of the Docks (*To Mr Wadia*)—I do not remember any proposal for running a jetty out to the small island near the entrance to the Prince's Dock some 10 or 15 years ago

*Mr Reynolds*—There was such a scheme

*Mr Cadell*—If big vessels were to come alongside such a jetty it would mean a tremendous amount of work in constructing the jetty

(*Mr Wadia*—That scheme was intended to provide for coal only)

3 Improvement of coal handling facilities—*Mr Jee*—In 1912 or 1913 an attempt was made in Bombay to introduce the same sort of coal discharging

consignment of coal for the G I P on a guarantee from the man who was attempting to get the machine introduced that he would make good any loss over 1 per cent I had to condemn the machine as the loss went up as high

as 5 per cent. The reason why it was not as successful in Bombay as it was at Rotterdam was that it could not get smooth water to work in. Eventually the man concerned had to pick up and remove the machine.

**4 Charges levied by Port Commissioners—Mr. Cadell**—I think that the charge of Rs 1-8-0 at the docks has proved prohibitive.

**Mr. Rich**—Coal is the only bulk import trade that we have here. The only thing that we can compare it with is manganese which is exported in bulk. The amount charged on that is 15 annas a ton including surtax.

**Mr. Cadell**—Rs 1-8-0 is certainly heavy. It was fixed at that amount before my time. Before 1917 the charge was 14 annas including labour. After 1917 it went down to 8 annas excluding labour. Then when the docks were in need of money it was raised to Re 1, and there was a 50 per cent increase in January 1922 when the same increase was made all round. We are not fond of coal but the object of this charge was undoubtedly to raise revenue and not to penalise imports. We generally leave rates as they are until complaints come in, but here there were no complaints and imports merely ceased, so we may presume not so much that the charge killed the trade as that the importers preferred the cheaper method of lighterage.

**Mr. Rich**—The importers went back to working in stream as soon as they could get lighters for the purpose.

**Mr. Taylor**—If the coal was unloaded in the docks into wagons it would avoid the lighterage charge but it would have to pay railway freight.

**Mr. Reynolds**—The coal freight from docks to depot at the existing rate is Rs 14 per wagon of 20 tons. That is the general rate for all merchandise and does not include loading or unloading, it was not a rate quoted specially for coal.

**Mr. Cadell**—Undoubtedly to land coal at the bunder is much the cheaper method. Our answer to Question 6 shows what other charges are levied besides wharfage.

**Mr. Reynolds**—In any case a lot of coal even if landed at the docks would have to come up to the bunder for rebunkering, and there is no rail connection to the bunder.

**Mr. Rich**—When a ship unloads coal at the docks you must remember the coal would have to bear the cost of shipping dues which it escapes if it is unloaded in stream. These dues amount to 4½ pies including surtax per registered ton. A collier carrying a cargo of 6,000 or 7,000 tons of coal would pay about Rs 75 to Rs 120 including surtax per day.

To show the comparative cost of landing at the docks and landing at the bunder, Statement A was subsequently put in.

**Mr. Taylor**—The ship pays the cost of discharging into lighters. The number of coal depot hollers is about two dozen.

A complete list was subsequently furnished to the Committee, vide Statement D.

**Mr. Cadell**—My general view would be that the Port Trust want to make every branch pay and it is willing to provide facilities at a rate which is just sufficient to cover expenses. But no complaints have been received since I came here, and so if our methods can be described as primitive it is probably because it suits the trade to have them so.

**Licensed weighers—Mr. Cadell**—The idea of having licensed weighers is one that has been recently put forward. I suppose that the object of it is to provide trustworthy people whose report as to weights may be accepted by both the buyer and the seller, but whether that would be the result is not at all certain.

**Mr. Taylor**—At present weightment is done by the coal merchants who import the coal, on the bunders unless this is actually weighed on boardship when this is carried out by the shippers, the buyers usually having a tally man present. One method is actually to weigh the coal. Indian coal is not usually weighed. Foreign coal is supposed to be weighed for customs purposes but

often the customs officials are satisfied without actual weighment. The reason for weighing it on board the ship is that it can get a rebate of the Imperial Customs dues if it is re-exported after weighment. At the bunders it is usually weighed in baskets, five at a time, when it is removed. Another method is to tally baskets taking 40 to the ton, as is often done when selling the coal locally. The third method is only applicable when the coal is handled in iron barges, and that is to ascertain the capacity of the barge and then calculate the weight of the coal in it. There are very few iron barges in Bombay and most of the coal is landed in country craft which are difficult to measure. The licensed weighers would for export-coal work on the bunder and for import-coal on the ship. It would be necessary to have efficient supervision during transit from ship to bunder and *vice versa* or else further weighment may be necessary especially for export.

*Mr Cadell*—We have nothing of that sort for any other trade, and we would much rather avoid it in the case of coal. It is really more the business of the Chamber of Commerce.

*Mr Rich*—In the docks we do however do some weighment when there is a dispute. But that is only on rare occasions.

*Mr Taylor*—(To *Mr Whitworth*)—Coal coming from Calcutta by sea is weighed if at all either on board the ship or, by arrangement, on the bunder. I have seen the latter being done. We have shown 1 anna a ton for tallying in our statement, because, when coal is weighed in the steamer, the merchant has his own tallyman, the cost of employing him works out at one anna. The coal weighment is done by the stevedores paid by the shipper. I think the c.i.f. prices here would include the cost of weighing. I imagine they include all charges up to the time when coal is placed into the lighters.

(To *Mr Legge*)—*Mr Reynolds*—We charge Rs 5 per wagon on coal brought into our junction by the G I P Railway. That would be a terminal charge rather than a haulage charge. But it is a charge made on freight generally and not only on coal. It is not made on grain or seeds, and at present not on most cotton. Manganese pays a smaller charge of Rs 2 because the exporters have complained that it cannot bear the charge of Rs 5.

*Mr Cadell*—The real reason why we have brought down this charge for Manganese is that there is keen competition between Bombay and Calcutta about Manganese.

*Mr Reynolds*—It is a fixed rate whatever the size of the wagon. We do not charge any tonnage rates, and so I do not know what charges they would

**Municipal tax on coal**—*Mr Cadell*—I do not know whether such a tax is going to be imposed. They have proposed a tax on a great many commodities. We would resist this, because it represents a tax on transit.

*Mr Reynolds*—Whether we would welcome the import of coal by rail rather than by sea depends on what the G I P Railway would think.

*Mr Cadell*—We prefer it to come by sea, if we are given any choice. It is conceivable that when the new docks come on we may have special coal berths, but that is very much a question of the future.

**Consumption and purchase of coal by the Port Trust.**—*Mr Lees*—We use 50,000 tons of coal a year for general purposes and from 10,000 to 17,000 tons for our Railway, or a total of 60,000 to 67,000 tons. Our purchase is by tender. We advertise our requirements in two Calcutta papers, in the "Pioneer" and in the Bombay papers. The last tenders are now in the hands of the Board; they came in on the 14th January. We do not get tenders from the collieries. Our trouble has been over unreliable coal and so we insist now on purchasing on a test in Bombay. The test is analysis, and we send the coal either to our own Mechanical Superintendent or to a



*Mr Lees*—The last contract that we had for coal coming in by sea was with H V Low & Co, in 1915 after that coal had to come in by rail because all the steamers had been commandeered. Now the sea borne coal is cutting out the rail borne coal by Rs 3 or 4 per ton. One firm quoted 4 coals by sea at Rs 20-8-0, and the same coals by rail at Rs 25-4-0. So now it will pay us to get coal by sea. The conditions of delivery in the recent tenders were the same, coal had to be weighed *ex wagon* or *ex ship*.

We do not burn Welsh coal, because it requires competent firing which is not given by native stokers. We could have bought an English coal, West Hartley at Rs 23-0-0 per ton. The price quoted for Natal coal (a mixture of 4 coals probably) was Rs 20-8-0 and that for Witbank Rs 23 but we do not want Transvaal coal as it is known to be inferior to Natal. We have not tried Witbank for the Port Trustees, but we have tried Natal coal and found that it does not beat high-class Bengal coal. The Natal mixture to which I referred shows lower calorific powers than the two really first class Bengal coals, which I have recommended to the Trustees. The price which I recommended was Rs 21, and the coal is Victoria and Baraboni.

*Mr Cadell*—Messrs Andrew Yule quoted a very low rate, but they raised objections to the conditions that sale should be on guarantee of calorific value.

*Mr Lees*—Our Mechanical Superintendent is not keen on getting coals from a number of different collieries concurrently because he prefers uniformity. We tried to get our coal from one colliery but I have had to recommend two. Practically all the other tenders were for coal from a group of collieries. What we aim at is to take our supply from one or two collieries at the outside.

I think that purchase on analysis was started by the Municipality, and the Improvement Trust followed suit. The clauses in their contract are practically the same as in mine. Last year their contractor was Hiralal Himatlal.

We tested Natal coal in 1923, and were told by our Mechanical Superintendent which I mean the average

It was an extensive test  
000 or a bit less and certainly  
take it from me that good

Bengal coal for our work is better than Natal but Natal coal is beautifully clean and it is a nice washed ton. If coal of which probably much more than 15 per cent could have been taken out as slack if the coal had been screened.

The contractor is bound to provide coal from the collieries named. As regards check we know there is a reputable firm behind him, and besides that we can always see the Bill of Lading and I presume if we like we can easily follow the coal back further. If we got a superlative coal we might be blind and not suspect the substitution of coal from another source, but that is not likely to happen, I think when dealing with the reputable firm which will supply us.

High class Bengal coal has better test figures than Natal coal even on the latter's published figures but West Hartley coal analysis is well over 8 000 calories, and if the margin in price were not much it would pay us to take this more expensive coal and burn less of it.

*Mr Cadell*—Apart from Mr Lees' views there is the point that the Trustees would give preference to Bengal coal unless the differences against it were very great indeed.

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*Mr Lees subsequently put in a summary of tenders which is printed as Statement E.*

## STATEMENT A

Comparative Statement of Cost of Discharge of Colliers in Dock 1921, compared with 1920

Vessel	Net Regd Tonnage	Days in Dock	CHARGES BILLED TO SHIP					CHARGES ON CARGO				GRAND TOTAL
			Dock D. es at 2 ples per ton	Craneage	Night and Sun. day	Mile of Tugs	Surtax	TOTAL	Quantity	Wharfage at 8 ples per ton	Surtax	TOTAL
			Rs A. P.	Rs	Rs	Rs	Rs	Rs A. P.	Tons Cwts	Rs A. P.	Rs	Rs A. P.
Way Valley	2 410	7	175 11 8	300	1-0	00	-75 11 8	2 21 0 0	5 4-0 0	2 21 0 0		2-25 0 0
Clearway	2 417	8	201 6 8	381	150	88	6 0 6 8	2-06 8 0	5 413 0	2-06 8 0		2-06 8 0
Messoon	3 019	10	314 7 8	4-0	150	20	-84 7 8	3 246 12 4	6 403 11	3 246 12 4		3-46 12 4
Total	7 846	25	691 10 0	1 221	450	168	2 230 10 0	8 6-8 4 4	17 5-6 11	8 6-8 4 4		8 6-8 4 4

Eq al to 62 or Rs 0 10 0 per ton of cargo

Campa lion with Scale in 1921, when Dock Dues were raised to 4 ples per ton and Wharfage to Rs 1 8 0 per ton—both inclua vrg Surtax

Vessel	Net Regd Tonnage	Days in Dock	3 ples	Same	Same	Same	50 percent	Re 1 per ton	50 percent	Re 1 per ton	50 percent	Re 1 per ton
			Same	Same	Same	Same	Same	Same	Same	Same	Same	Same
Way Valley	2 410	7	903 9 6	390	1-0	00	431 12 0	1 20 0 3	5 4-0 0	5 4-0 0	2 725 0 0	8 175 0 0
Clearway	2 417	8	30- 2 0	381	150	88	385 9 0	1 156 11 0	5 413 0	5 413 0 0	2-06 8 0	8 119 8 0
Messoon	3 019	10	471 11 6	450	150	20	4 0 13 9	1 412 9 3	6 493 11	6 493 8 8	3 246 12 4	9 740 5 0
Total	7 846	25	1 037 7 0	1 221	4 0	168	1 258 3 6	3 864 10 6	17 3-6 11	17 3-6 8 8	8 6-8 4 4	26 034 13 0

Eq al to 1 2 or Rs 1 11 6 per ton of cargo



# STATES ENT B

## Imports of Coal into Bombay by Sea

Kinds of Coal.	Year 1901	19	1903	1904
	Tons.	Tons	Tons.	Tons.
Natal	25 007	63 9 1	10 515	5 136
Cardiff	80 680	130 008	49 05	19 71
Durban	6 5 3	3 454	35 451	18 359
Duffie in		1 505	.	
English	405	8 90	4 065	994
Bengal	963 11	40 4 0	48 916	133 550
African		41 60	78 463	41 948
Wibank		160	15 186	7 820
Australian	3 5 1	3 680	15 03	3 453
Japanese		7 034	813	80
Delagoa Bay	15 9 0	085		500
Transvaal				0 601
North Country Bunker Coal			1 01	7 439
Scotch			1 403	1 3 8
<b>TOTAL</b>	<b>39 3 1</b>	<b>346 046</b>	<b>350 591</b>	<b>314 3 0</b>
Coke	0 34	4 388	3 364	601

## Exports of Coal from Bombay

Nature of Coal.	From 1 4 19 1 to 31 10 1901	Year 1902	1903	1904
	Tons	Tons	Tons	Tons
Bengal Coal	} 167 108	{ 41 9 0	43 365	5 466
Foreign Coal			144 411	136 601
TOTAL	167 108	186 333	1 9 980	173 919

NOTE.—With reference to the oral evidence it was subsequently noted that about half of the seaborne coal imported over the Bundicks afterwards exported.

## STATEMENT C

Coal Trade at Bundara from 1911 12 to 1920 21

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	IMPORTS			EXPORTS			Total Imports and Exports.
	Foreign	Coasting	Total	Foreign	Coasting	Total	
		Tons.			Tons.		
1911-1912	158,528	382,478	541,006	4,261	84,424	88,685	629,691
1912 1913	265,243	377,051	642,294	474	83,130	83,613	725,907
1913 1914	250,373	405,883	656,256	43	100,029	100,072	762,328
1914 1915	215,217	373,203	588,420	8,333	197,441	205,774	794,194
1915 1916	27,866	80,859	108,725	356	343,868	344,224	452,949
1916 1917	17,515	29,971	47,486	19,092	342,926	362,018	409,501
1917 1918	18,276	54,904	73,180	301	224,403	224,704	297,881
1918 1919	10,403	39,507	49,910	9,060	189,174	198,234	248,144
1919 1920	6,865	47,914	54,779	11,545	377,800	389,345	444,124
1920 1921	27,577	225,032	252,609	1,748	438,213	439,961	692,570

## (vii) PORT TRUST, KARACHI.

## WRITTEN STATEMENT IN REPLY TO THE GENERAL QUESTIONNAIRE

*1 Comparative merits and prices of Indian and other Coals*

18 **Comparative merits**—The Chief Engineer reports that Indian coal was used by the Port Trust from 1908-1921 chiefly because it was cheaper than other coal and during the war other coal was unobtainable. When the price of English and other coals approached that of Indian, consideration was given to the relative values of the different coals tendered for and in every case since 1922 British and South African coals have been selected.

It has been found from experience on regular steaming at the same I H P that the consumption of Indian coal is as much as 30 per cent. over Welsh 28 per cent. over North Country and 18 per cent. over South African coals and gives more irregular steaming.

20 **Prices**—The latest rates quoted in Karachi for December shipment were —

(1) Bengal coal at Rs 19-2 per ton c i f Karachi

(2) South African Natal and Transvaal coal at Rs 18-5 per ton c i f Karachi plus annas 8 per ton customs duty, i e, Rs 19 per ton

(3) English coal at Rs 20-12-0½ per ton at 1c 6d per rupee c i f plus annas 8 per ton customs duty, i e, Rs 21-4-5½ per ton

21 **How competition can be met**—By supplying coal of a good even grade at lower rates than South African

*2 Grading, inspection and certification of coal*

24 to 31 **Grading, etc**—I am generally in favour of grading, inspection and certification of coal and consider that the agency should be Government as is done in South Africa.

What the buyer requires is knowledge of the quality of the coal he is buying so that it can be compared price for quality with other coals.

## WRITTEN STATEMENT IN REPLY TO THE SPECIAL QUESTIONNAIRE

1 **Imports of coal**—(a) A statement showing the total imports of coal and coke by sea and landed at the wharves for the years 1912-13 to 1923-24 is attached (Appendix A).

Figures of coal landed at Baba and Bunker Islands are not available.

Similarly figures for the Railway Wharf prior to 1921-22 are also not available.

(b) The figures of imports of coal by rail and bunker coal are not available and the figures for each country of origin are also not available.

2 **Discharging of coal**—(1) Coal at the wharves is discharged with the aid of coal tubs and loaded into wagons which are railed to their destination. Coal is also discharged overside into lighters which are taken to Baba Island where it is stored by the consignees who have plots there on rent from the Port Trust and the Municipality.

3 **Mechanical appliances**—No schemes are in contemplation at present. The question of the provision of mechanical appliances was considered some time back and it was decided to carry on with coolie labour so long as it is available in sufficient quantity and at reasonable prices. The time may eventually come when the cost of manual labour will make it imperative to adopt mechanical devices but that time seems much too far distant to justify any present expenditure in anticipating its arrival.

4 and 5 Charges levied by the Port Trust on coal —A statement (Appendix B) is attached giving the charges on coal and ores levied in Karachi since 1912 with reasons for the variations

Oil is the only other cargo handled in bulk and the charges levied on it cannot for obvious reasons be compared with those on coal or ores

6 Other charges paid by coal —If coal is landed on the wharves no other charges except the Port Trust wharfage fees are incurred but if it is landed at the Railway wharf charges for coolie labour and Railway haulage are paid by the consignee

7 Possibility of reduction in Port Commissioners' charges —There is no likelihood of any reduction

8 Labour Supply —The labour supply is controlled by the contractors

9 Alteration in system of labour supply —We have no opinion as to the effect of an alteration in the system on the efficiency of the labour supply

10 Stacking accommodation —A statement (Appendix C) is attached

The coal merchants also hold areas at Baba Island rented from the Municipality

No principles are laid down for the allotment of the areas on Port Trust premises

The rents are fixed according to the locality

In the case of 1 and 2 the Port Trust have prepared the sites etc

In the case of 3 and 4 lessees have reclaimed the land themselves

In the case of No 5 the lessees paid half the cost of providing facilities to the site and Railway lines etc

11 Coke —Coke is dealt with in the same way as coal

12 Oil fuel —(a) A statement (Appendix D) is attached

(b) (c), (d) and (e) Information is not available

## APPENDIX A

*Total imports of coal and coke by sea for the years 1912 13 to 1923 24*

(*See Question 1*)

Year	COAL		COKE
	Keamari Wharf	Py Wharf	Keamari Wharf
1912 13	352,041		5,073
1913 14	461,401		22,006
1914 15	279,565		10,423
1915 16	10,096		1,087
1916 17			4
1917 18			
1918 19			
1919 20			56
1920 21	55,880		83
1921 22	417,262	591	201
1922 23	267,360	1,113	658
1923 24	8,194	103	146

**Wide Questions 4 and 5**

	1910 per ton	1915 to 1918	1914 per ton	1910 per ton	1910 per ton	1911	1912 per ton	1913	1914
COAL	Rs & P	No change	Rs & P	Surcharge of 75% imposed	Surcharge increased to 33%	No change	Rs & P	No change	No change
Landing or Shipping									
Ship Wharves—									
Import	0 14 0						Import or Export	1 0 0	
Export	0 10 0								
Other Bhandars—									
Import	0 4 0						Import or Export	0 6 0	
Export	0 2 0						N W Ry Coal declared into Open stock	1 2 0	
Coal from Baba Island and Conde Depots									
SS Ship Wharves—									
Import	0 11 0						Open stock	1 2 0	
Other Bhandars—							Declared stock	1 6 0	
Import	0 3 0								
Export	Free								
Reasons for increase or decrease		No change	Reduced at request of the Coal firms	To meet the increased cost on account of rise in the price of stores wages etc		No change	To recoup the enhanced haulage charges incurred by the railway and the increased cost of fuel and other materials abolished	Free	
ONES									
Ship Wharves	1 8 0		0 12 0	Sur charge of 25% increased to 37½ %	Same reasons as above	No change	1 4 0 Surcharge abolished No change	0 8 0	
Other Bhandars	0 8 0		Lower rate fixed as rates are less value than metals and to equalise charges to those of Bombay	Same reasons as above			Same reasons as above		Surcharge abolished Same reasons as for metals

## APPENDIX C.

*Statement showing stacking accommodation for the storage of coal*  
(Vide Question 10)

Name of Importers.	Location.	Area sq. yds.	Date of acquisition.	Cost	Period of lease.
				Rs.	
Mackinnon Mackenzie & Co., Agents L. L. & N Co., Ltd.	Eastern Island	4,667	1-4-09	143 P. M.	No lease.
	Do	7,000	1-4-95	3-5 "	Do.
Forbes Forbes Campbell & Co.	Eastern Island	2,111	1-2-15	163 "	10 years.
Cowanjee & Sons	East Island	2,650	1-7-21	331-4 P. A.	10 years.
Edul Dittshaw	Do	2,591	1-12-21	324 "	10 years.
Cowanjee & Sons	West Wharf	7,514	1-4-25	462-10 P. M.	3 years.

## APPENDIX D.

*Imports of Liquid Fuel.*

Year	Gallons.
1920-21	21,770,543
1921-22	14,874,157
1922-23	18,097,533
1923-24	21,823,233

**J. B. S. THUBRON, Esq, C.I.E., Chairman, Port Trust, Karachi.**

(*Oral evidence—February 3th, 1915*)

**1 Imports of coal into Karachi**—The noticeable increase in 1921-22 was probably due to imports for the North Western Railway and the falling off in 1923-24 I should think, was due to the conversion of all their engines to burn oil. I am not positive that the decrease in imports was due to the conversion of North Western Railway engines to oil burning. The North Western Railway may tell you that it pays nowadays to bring coal across by rail to other centres certainly this section of their line is almost entirely oil burning. Imports on Government account are practically all for the Railway, except that there is a certain amount of admiralty coal landed on the Island. But our figures are not so good as those to be obtained from the Collector of Customs, which would be more accurate. We do not keep statistics.

The 9,198 tons shown by us for 1923-24 passed over our wharves, and was practically all our coal. The rest of the imports went to Bibr and Bunker Islands.

Practically all coal now coming into the Port goes to Bibr or Bunker Island and is used for bunkering except what we use ourselves. We use perhaps 2,000 tons a month but the amount varies. Some of this is landed at Bunker Island some at Manor and some at the Hydraulic station.

**2 (b) Discharging of coal**—The discharge of coal at the wharves has practically ceased. We have described the method which we are prepared to follow and for which we levy our charge.

**3 Mechanical appliances**—With the decrease in imports of coal, the idea of providing mechanical appliances of any kind has receded even further into the future. The Sukkur Barrage will lead to imports of coal but only temporarily. Cowasjee has I think, the contract for South African coal and it will all come over the wharves.

**4 and 5 Charges**—I shall have Appendix B to our written reply retyped so as to make it more clear exactly what rates are charged for import and export. Bunkering is free now.

(*To Mr Legge*)—I do not think that any one would unload coal at the wharf for commercial use. It would come too expensive that way. Local purchases are brought to the old wharf or the jetty, and are thence carted to the town but very little is used locally.

In 1912 the charge was 14 annas on imports and 10 annas on exports. Actually there were no exports except during the war. The 10 annas would have been payable on any bunkering from anywhere on the mainland but no such bunkering was ever done. Bunkering was done from Baba Island and Coal depots and was free.

'Other bandars' under landing and shipping in Appendix B refers to the Railway wharf.

Now all our charges are for both import and export. As regards any coal passing over the ship wharves whether inwards or outwards the charge would be Rs 12-0.

The reason for the different charge on North Western Railway coal discharged into open and covered stock is that they used to provide covered wagons which could only be loaded if we used shoots. So, to induce them to provide more open wagons we increased the rate on covered wagons. None the less they still gave us a lot of covered stock, with which it was an awkward matter to deal. The reason why they gave us covered wagons was that grain comes down in covered wagons.

**6 Charges on transport of coal from ship**—(*To Mr Legge*)—Ships bunker with coal lightered from Bibr or Bunker Island. I do not know what the cost of lighters is. We use our own lighters for all our own work.

All that the coal from Balā Island pays to us is 6 annas a ton on import when it is put into bunkers no further charge is made

**10 Stacking accommodation**—There are only four firms dealing with imports of coal in Karachi

**12 Oil fuel**—We have kept no record of oil burning ships but I can have the figures taken out for the last three years. The North Western Railway are big importers of oil so it cannot be assumed that the oil imports are an index to the amount of oil bunkered they have big tanks of their own here

We have a shipment of about 6 000 tons every quarter. We last bought West Hartley coal the price was Rs 21-4-5 including import duty. My letter of November 20th 1925 referred to this West Hartley coal. Since then we have had another trial and it will not work. It had to close gone on price

since we do not look at it. If quality was better we should be required to give Indian coal a trial. The difficulty has always been the uncertainty of quality



**T. H. E. COAD, Esq., M.I.C.E., Chief Engineer, Port Trust, Karachi.**

*(Oral evidence—February 9th, 1925)*

The amount of coal taken for use by the Port Trust varies enormously you may put it in the region of 18,000 to 10,000 tons per annum but it depends whether the suction dredger which uses 150 to 200 tons a week is working or not. We are the biggest consumers in Karachi, excluding the bunkering firms.

**Comparative merits.**—We are buying no Indian coal. I do not say that this is altogether because the quality has been bad. You see, we had it during the war and it was often rubbish and now the railway freights would kill this trade to Karachi. The coal fields are so far away that any system of inspection by our representatives is impossible, and we have to take anything that the collieries give us. There is no doubt that during the war they gave us cargoes of slate. Since the war we have had no Bengal coal we advertise for it but it is not offered at such good rates as other coals.\*

We are just finishing a Transvaal coal contract. We found it, like all coals irregular. As a rule it gave good results but the last consignment contained a bad patch it is, I suppose, common to all coals that sometimes you get roof coal mixed up with that from the good part of the seam. It was Witbank coal. We had no trouble with it as regards spontaneous combustion. We do not keep it long enough for we buy it in small units, a shipload at a time. We buy not direct from the mines but through contractors, like Eduljee Dinshaw and Cowasjee.

Bengal firms tender in reply to our advertisements. I do not know whether the collieries do. The storekeeper gets the actual replies, on which he analyses the figures and puts them up to me to see how the consignments offered would compare. If the figures run fairly close I should always vote for English coal because it gives better value. My comparative figures are rough and are based generally on the Superintendent's figures for the values of the different coals. I do not aim at more than approximations to the calorific value but with these as a basis we compare the prices of coals tendered.

South African coal at the same price gives better value than Bengal. They may be able to give us from Bengal as good a coal as South African, but will they?

Certainly if there were a definite reliable guarantee and a certificate for Bengal coal offered, I should be prepared to give a trial to Indian coal, if the price were all right. One point about the use of Indian coal in Karachi is that we should not have an opportunity of testing the guarantee. If, to meet this objection a system were introduced of inspection by the Chief Mining Engineer at the colliery and the docks, it should meet requirements.

The reason why we do not take Bengal coal is simple it is that the rates as compared with the calorific values have not been good enough.

**Loss of weight**—We used to have rail borne coal here regularly before the war. Undoubtedly there was a certain amount of loss by pilferage. A point on which we should like information would be what guarantee Calcutta can give as to quantities shipped. The ordinary arrangement is one by which the consignor guarantees the quantity in the hold it can be based either on weighment or on ship surveyor's certificates. We do not weigh the coal that we receive all we can do is to go on board and make a rough check by seeing if the holds are full. We take consignor's figures. However my impression is that English figures as to weights are more reliable than Indian, and South African also for, I think, they have Government inspection of loading there and so may be considered reliable.

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\* Details of recent tenders were subsequently furnished to the Committee they are printed as an Annexure to Mr Coad's evidence.

(To Mr Leque)—There is no chance of coal intended for us being mixed with other coals. It is landed not on Baba Island, which is the depot of the local dealers, but on Bunker Island, or rather a certain proportion of it is and the rest to five stacks on the main land,—the hydraulic station and west wharf. We supply our own lighters and the storekeeper decides where the contents of each hold shall go.

The only trouble with this system is that a lighter may go to the wrong place. I have found shortages in different places. With the last consignment I measured all the coal and I found the total quantity to be right but the distribution to be wrong. I am confident that there is no danger of our getting a wrong opinion of a coal because another coal had been mixed with it. Not only is it landed on our own property and in our own lighters but we have our own staff to look after it. The system which I have now introduced will I think, prove to a nicety, within a few days of a consignments having been landed, whether the shipper's weight has been correct or not.

Under this system I do not have the coal weighed but I weigh up and measure three large wagons of it, get the cubic capacity and tonnage, and thus having measured all the stacks, get the total weight. Last time the figure on the three wagons was 419 cubic feet, while the actual figure, as found by comparing the stacks and the tonnage was 413. In the past, when we did not measure the whole cargo, there seemed sometimes to be very heavy shortage, but I think this was due to bad distribution. The reason why the coal is in the wagons is that it is landed at Kermari and ruled round to our west wharf that costs us nothing under our agreement with the railway.

## ANNEXURE.

## Stores Department.

## A FOR 6,000 TONS COAL, DECEMBER SHIPMENT

*I--Tenders from India.*

Firm	Rate per ton lis A. P			Variety of coal tendered.
A	20	8	0	Natal Tendenga Steam Coal
	19	4	0	Grade A Witbank Steam Coal
	20	14	0	Bengal, Balmer Lawrie's Joyramdanga and Victoria Steam Coals mixed
	22	10	0	Bengal, Turner Morrison's Lodna or Sripore
B	20	10	0	Tendenga Natal Steam quality, landed and stacked at stacking areas.
	20	2	0	Tendenga Natal Steam c. i f
	19	4	0	Witbank district, Transvaal Coal, landed and stacked at the stacking areas
	18	12	0	Witbank district c. i f
	19	10	0	Mitchell Cott's Natal Navigation group Collieries, stacked at the stacking areas
	19	2	0	Mitchell Cott's Natal c. i f
	19	10	0	Bengal, Bird & Co., First Class Jharia Coal 13-14-15 seams, stacked at the stacking areas
	19	2	0	Bengal, Bird & Co c. i f.
C	19	4	0	Durham Navigation Screened Steam Coal.
	23	11	0	For 3,000 tons Hastings' selected class Northumberland screened, shipment in one or two parcels during December
	29	1	3	For 3,000 tons Horden's Durham's Screened Coal, shipment in one or two parcels December on option
	29	15	4	3000 tons Wilson's West South Yorkshire screened hard steam coal, shipment one or two parcels during December on option
D	24	7	0	Bengal 12, 13 and 15 seams <i>Earnest money not received</i>
E	19	12	0	Bengal Bamargah Colliery
F	18	9	0	Transvaal or Natal at tenderer's option From Collieries as per paras Q & C of the specification

NOTE—Firms D &amp; E were Bengal firms

## A FOR 6000 TONS COAL DECEMBER SHIPMENT—contd

*I—Tenders from India—contd*

Firm	Rate per ton	Variety of coal tendered
G	21 Shillings	Gravel Witbank District Coal Transvaal Coal Owners Associations

*II—Tenders from England through the Consulting Engineers London*

	<i>s</i>	<i>d</i>	
H	28	0	Witbank Coal as per class B of specification
I	30	0	Natal Coal St George's Burnside
J	30	0	Tendered Natal, Screened English Coal
K	31	6	Davidson's West Hartley
	31	2	Bower's West Hartley
	38	6	South Helton Durham
L	31	5	Davidson's Cowper Bothel
M	32	6	Cowden Heath Lancelotti & Lancaster Passodie
	30	6	Dynamit Main
	33	6	Leamington Large screened

## B FOR 6000 TONS COAL FEBRUARY SHIPMENT

*I—Tenders from India*

Firm	Rate per ton	Variety of coal tendered
	Rs A P	
N	19 0 3	Best Natal Steam Coal or Witbank District Transvaal coal at supplier's option
	21 12 0	Davidson's West Hartley Cowper West Hartley, Bothel West Hartley
	18 8 0	First Class Jharia Coal 13/14/15 seams from B & L & Co's Jayabad Muduli Teetulmuri Khatras and Chhotodih Col series
		Note—The Firm quotes for 6000 tons 1 per cent more or less and not for 6000 tons coal as stipulated. This may be our error in typing the tenders
O	18 11 3 or 28 shillings	Transvaal or Natal description as B and C of schedule at tenderer's option
	21 0 0 or 31 6	
	1 s. A. P.	Colliery screened, first class West Hartley coal as per para (d) of schedule
P	23 8 0	
	25 0 0	Hastings Hartley steam screened coal
		South Navigation Prime screened coal

A FOR 6,000 TONS COAL, FEBRUARY SHIPMENT—*contd**I—Tenders from India—contd*

Firm	Rate per ton			Variety of coal tendered
	Rs	A.	P.	
	28	11	6	3,000 tons, 10 per cent more or less, in one or two parcels at tenderer's option, of Hastings' selected class Northumberland screened coal
	26	0	0	3,000 tons 10 per cent more or less in one or two parcels at tenderer's option, of Hastings' selected class Haideen Durham screened coal.
Q	21	8	0	Best Bengal Coal from Dharamabad Jambad and Northern Collieries
R	19	4	0	Best Indian Damagurria 1st Class Admiralty Standard
	s	d		
	34	6		Newcastle screened
	32	6		" unscreened

*II—Tenders from England through the Consulting Engineers, London*

	s	d	
S	30	9	Davidson's West Hartley.
	37	6	Bower's West Hartley. Transvaal Coal.
T	28	7½	Witbank Grade A.
	Rs	A	P.
U	21	8	0 ½rd Bhalgora, ½rd Lakube and ½rd Kundy Gusick (Bengal coal)
	s	d	
	33	6	English Coal Cowper or Davidsons
	33	3	Bewbeggin
	31	0	Scotch Coal Lochgelly Cowdenheath.
	32	6	Auchloch in
	30	3	Wemyss Lenex Dysart Main
	32	9	English. Rorwansworth, Bower's East Hartley. Buddies West Hartley at seller's option.

*Note*—Tenders U and V made certain reservations on the specifications



only from a place within the territorial limits of the University by the shortest route. In the case of Regulations —contd

NOTE 2—Note 1 shall not apply to Moderators of Question Papers

NOTE 3—Moderators will be entitled to get Rs 7 8 a day as daily allowance

2 When a member under Regulation 1 has to attend two meetings of the University with an interval of less than four days between the meetings attended, he shall be entitled to charge only daily allowance for the intervening days

\*3 The Vice Chancellor will be granted travelling and halting allowances at the rate of double first class fare for all journeys performed by rail, 8 annas per mile for road journeys performed in continuation of railway journey, and Rs 7 8 a day while travelling or halting on duty

†4 Travelling Allowance to Inspectors for inspecting colleges and to Examiners shall be on the following scale —

(1) For journeys performed by rail—Single first class fare each way by the shortest route

‡NOTE—When it is possible to travel between two places by alternative routes and the journey is performed at a fare greater than that by the shortest route, the controlling officer may pay the fare calculated

\* Amended by the Executive Council on Aug 15 1931 and Oct 5 1934

† Trav

(1 Superintendents and

(2) single third class railway fare each way by the shortest route for one servant

(Fide Executive Council Resolution No 72 of Oct 30 1928)

‡ Passed by the Executive Council on Feb 25 1928

Regulations  
—*contd*

according to the route actually taken provided that he is satisfied after making such enquiry as he considers necessary that there was a considerable saving in time by taking the longer route

(ii) For Road journeys as in the case of members of Authorities etc., under clauses (ii) and (iii) of Regulation 1

\*(iii) Daily Allowance—Rs 5 for each day on which the inspection or examination is conducted

5 Other servants of the University shall be given travelling and halting allowances in accordance with the scale shown in the Schedule attached to this chapter

6 In cases not covered by these Regulations the Executive Council shall decide what allowance shall be given



SCHEDULE

1	2	3	4	5	6	7
No	Class of Officer	For Journeys by Rail	For Road Journeys	For Road Journeys in continuation of Railway Journeys	Daily Allowance	REMARKS
1	First class drawing pay of Rs 500 per mensem and over	Single first class fare	Daily allowance if the distance travelled is 20 miles or less Mileage allowance at the following rates if the distance travelled is over 20 miles —	Mileage allowance at the rates given in column 4 if the road journey exceeds 20 miles. If it does not exceed 20 miles mileage allowance or daily allowance whichever is less	Rs 5 per diem	
2	Second class drawing pay over Rs 100 per mensem but less than Rs 500	Single second class fare			Four annas for every Rs 25 or fraction of Rs 25 subject to a maximum of Rs 38	
3	Third class drawing pay of Rs 30 per mensem and above per mensem but not exceeding Rs 100 per mensem	Single inter class fare	<p>Annas</p> <p>1 First class 8</p> <p>2 Second class 4</p> <p>3 Third class 2</p> <p>4 Fourth class 1</p>		Two annas for every Rs 128 or fraction of Rs 128 of pay	
4	Fourth class menial servants	Single fare of the lowest class	No allowance is permissible for any day on which a servant does not reach a distance exceeding five miles from headquarters or return thereto from a distance exceeding five miles		Three annas per diem	

Regulations  
concl'd

Regulations  
—contd

A. A. 11.1

- (ii) For Road journeys as in the case of members of Authorities etc, under clauses (ii) and (iii) of Regulation 1
- \*(iii) Daily Allowance—Rs 5 for each day on which the inspection or examination is conducted

5 Other servants of the University shall be given travelling and halting allowances in accordance with the scale shown in the Schedule attached to this chapter

6 In cases not covered by these Regulations the Executive Council shall decide what allowance shall be given

4. Leave cannot be claimed as of right. When the exigencies of the University service so require, discretion to refuse or revoke leave of any description is reserved to the authority empowered to grant it. Regulations  
cont 1—

5. All orders recalling a servant to duty before the expiry of his leave should state whether the return to duty is optional or compulsory. If it is compulsory, the servant shall be entitled to travelling allowance to Agra but will get leave salary up to the date he joins his post.

6. A servant who remains absent after the expiry of his leave is not entitled to leave salary during the period of such absence. Wilful absence from duty after the expiry of leave involves forfeiture of appointment.

7. The power of granting leave will rest with the Executive Council. In regard to the clerical and menial staff, the Executive Council may, by regulations, delegate its powers to the Vice-Chancellor and the Registrar.

8. For every servant a service book or service roll and leave account shall be maintained by the University in the form in which they are maintained in Government offices and the Registrar shall have them kept up to date.

9. Leave may be of the following kinds which may be combined with each other, subject to limits laid down in these regulations —

- (i) Leave on full pay
- (ii) Leave on half pay
- (iii) Leave on quarter pay (on medical certificate)
- (iv) Leave without pay

NOTE 1—Casual leave is not treated as regular leave and is not debited to the leave account. Casual leave shall not be combined with regular leave of any kind.

NOTE 2—'Pay' means substantive pay and does not include acting allowance.

## CHAPTER XXXVI

CONDITIONS OF SERVICE, LEAVE ETC OF  
THE SERVANTS OF THE UNIVERSITY

## The Executive Council—

Section 18  
of the Act

\* \* \* \* \*

(f) save as otherwise provided in this Act or the Statute, shall appoint the officers (other than Chancellor and the Vice Chancellor), teachers and other servants, of the University, and shall define their duties and the conditions of their service, and shall provide for the filling of temporary vacancies in their posts

Provided that no teacher shall be employed by the University until provision has been made for his salary in the budget of the University,

\* \* \* \* \*

Regula  
tions \*

1 The regulations in this chapter apply to all permanent whole time servants of the University who are not allowed vacations, excluding those whose services have been lent to the University by Government or who are on leave from a Government post

2 Leave is earned by duty only

3 (1) A servant who resigns or is discharged from the employment of the University, cannot, if re employed after an interval, count his former service towards leave without the permission of the authority re-appointing him

(2) A servant who is dismissed or removed from the University service, but is reinstated, is entitled to count his former service towards leave unless the authority reinstating him declares that he shall not so count it in whole or in part

\*Passed by the Executive Council on Oct 19 1927 and amended on April 20 1934

subject to the condition that no servant can be granted such leave for more than *two* years during the whole period of his service. No servant is entitled to leave without pay

Regulations  
- contd

at least three months before the date from which leave is applied for

NOTE —The mere submission of a medical certificate shall not entitle the applicant to avail himself of the leave in anticipation of action unless the medical certificate clearly shows that the applicant is utterly unfit to attend to his work

18. The amount of casual leave granted to an individual in a calendar year shall not exceed 15 days

19. Casual leave may be taken in one or more instalments, as the applicant desires but shall not ordinarily exceed 10 days at a time

\*20. Casual leave shall not be combined with any other kind of leave, but it may be taken either at the beginning or end of holidays, provided the period of total absence does not exceed 15 days

21. Servants belonging to the menial establishment may be granted leave under the preceding Regulations only so far as it can be done without imposing any extra cost upon the University. The leave salary of the absentee must not exceed what remains from his pay after provision has been made for efficient discharge of his duties. When the period of leave does not exceed one month in a year and the Registrar is satisfied that the leave is urgently required, extra expenditure up to a limit of half the pay of the post may be incurred

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\*If casual leave is taken either between two holidays or both at the beginning and end of holidays the total period of absence shall be treated as leave.

Regulations 10 The leave on full pay which a servant earns  
—could — is one twelfth of the period he remains on duty. He also earns leave on half pay equal to one-twelfth of the period spent on duty. A servant on entering service must put in at least twelve month's service before he can be granted leave mentioned in clauses (1) and (11) of Regulation 9

11 It will be in the discretion of the sanctioning authority to grant leave on half pay even if leave on full pay is due, if it is necessary to do so in the interests of the University

12 The maximum period of leave on full pay which a servant can take at any one time either separately or in combination with any other leave is four months

13 The maximum period of leave with allowance (on full and half pay) which a servant can take at any one time is two years. This period may be extended by six months if the extension of leave is granted on quarter pay on medical certificate under Regulation 15

14 A servant on return from leave on full pay taken separately or in combination with any other leave must remain on duty for at least six months before he can again be granted leave on full pay

15 When a servant applies for leave on medical certificate and no leave on full or half pay is due to him, leave on quarter pay may be granted to him subject to the condition that the total period for which such leave can be granted to a servant during the whole period of service shall not exceed two years

NOTE — The medical certificate shall be from the Civil Surgeon in cases in which the salary exceeds Rs 300. In cases where the salary does not exceed Rs 300 the certificate shall be from a qualified medical practitioner whose name is born on the register of medical practitioners registered under the United Provinces Medical Act (III of 1927)

16 In case of necessity and when no other leave is due, leave without pay may be granted

subject to the condition that no servant can be granted such leave for more than *two* years during the whole period of his service. No servant is *entitled* to leave without pay.

Regulations  
- contd

17. Applications for leave, unless they are supported by a proper medical certificate as described in note to Regulation 15 should ordinarily be made at least three months before the date from which leave is applied for.

NOTE.—The mere submission of a medical certificate shall not entitle the applicant to avail himself of the leave in anticipation of sanction unless the medical certificate clearly shows that the applicant is utterly unfit to attend to his work.

18. The amount of casual leave granted to an individual in a calendar year shall not exceed 15 days.

19. Casual leave may be taken in one or more instalments, as the applicant desires but shall not ordinarily exceed 10 days at a time.

\*20. Casual leave shall not be combined with any other kind of leave, but it may be taken either at the beginning or end of holidays, provided the period of total absence does not exceed 15 days.

21. Servants belonging to the menial establishment may be granted leave under the preceding Regulations only so far as it can be done without imposing any extra cost upon the University. The leave salary of the absentee must not exceed what remains from his pay after provision has been made for efficient discharge of his duties. When the period of leave does not exceed one month in a year and the Registrar is satisfied that the leave is urgently required, extra expenditure up to a limit of half the pay of the post may be incurred.

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\*If casual leave is taken either between two holidays or both at the beginning and end of holidays the total period of absence shall be treated as leave.

## CHAPTER XXXV II

## ANNUAL REPORT

Section 3  
of the Act

The annual report of the University shall be prepared under the direction of the Executive Council, and shall be submitted to, and considered by the Senate at the annual meeting

## CHAPTER XXXV III

## BUDGET AND ANNUAL ACCOUNTS

[Vide APPENDIX 13]

Section 18  
of the Act

The Executive Council—

\* \* \* \*

(d) shall frame the budget of the University ,

(e) shall administer any funds placed at the disposal of the University for specific purposes

\* \* \* \*

Section 33  
of the Act

(1) The budget of the University shall be framed by the Executive Council and submitted by it to the Central Government and also to the Senate at its annual meeting. The Senate shall have the power of passing resolutions in relation to the budget of the Executive Council and may, in the budget and shall communicate these changes to the Central Government and to the Senate at its next meeting

(2) The annual accounts of the University shall be prepared by the Executive Council and shall be subject to such examination and audit, as the Central Government may direct. After audit, the annual accounts shall be published in the Gazette together with the audit report, and copies of the same shall be submitted to the Senate



APPENDICES  
TO  
PART II

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## APPENDIX 1

### The Duties of the Registrar\*

(*vide* CHAPTER V)

1. The duties of the Registrar shall be as follows —

- (a) He shall be custodian of the records Common Seal and such other property of the University as the Executive Council may commit to his charge
- †(b) He shall have power to realize and receive all moneys due to the University and sign and grant receipts for the same to make all disbursements on account of the University and sign such cheques or other instruments as may be necessary for that purpose
- (c) He shall act as the Secretary of the Senate, of the Executive Council of the Academic Board, and of such other bodies of the University as the Executive Council may determine and shall attend the meetings of the Senate the Executive Council and the Academic Board and of such other bodies as the Executive Council may determine, and shall keep the Minutes thereof
- (d) He shall conduct all the official correspondence of the University
- (e) He shall except where otherwise provided issue over his signature notices convening meetings of the Senate, the Executive Council the Academic Board the Faculties the Boards of Studies and any Committees or Sub Committees appointed by the Senate the Executive Council the Academic Board the Faculty or any of the Boards of Studies
- (f) Subject to any special directions made by the Executive Council in this behalf he shall be responsible for the arrangements connected with the conduct of all examinations of the University including the custody proper printing and issue of examination papers and all other matters connected therewith
- (g) He shall perform such other duties as may from time to time be prescribed by the Executive Council or by the Statutes and Regulations
- (h) He shall in the execution of his office be subject to the immediate direction and control of the Vice Chancellor and shall generally render such assistance to the Vice Chancellor as may be desired by him in the performance of his official duties

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\*Passed by the Executive Council on Feb. 2, 1928.  
†Amended by the Executive Council on Aug. 27, 1928.

## APPENDIX 2

## The Finance Committee\*

1 The Finance Committee shall consist of the Vice-Chancellor, the Registrar, and three other persons, and shall hold office for the life or pleasure of the Executive Council,

2 The Finance Committee shall—

- (1) prepare budget demands for new items of expenditure,
- (2) consider and report to the Executive Council any proposals to spend above budget heads,
- (3) frame and amend Account Rules subject to the approval of the Executive Council,
- (4) recommend the way in which money shall be invested, and
- (5) perform such other functions as the Executive Council from time to time determine

[for Account Rules see APPENDIX 13]

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\* instituted under Executive Council Resolution No 47 (a) March 22 194

## APPENDIX 3

LIST OF COLLEGES AFFILIATED TO  
THE UNIVERSITY

[Vide CHAPTER XVIII]

A —List of Affiliated Colleges, together with the names of the Principals and the subjects and examinations for which each college is recognized by the University

NOTE — Recognition does not necessarily mean that classes are actually being held in all the subjects for which recognition has been granted

(1) AGRA COLLEGE, AGRA (*Principal* Mr H Krall, B A, M SC, F I C)

*Faculty of Arts*

M A —Philosophy English, History, Sanskrit Persian, Hindi Economics, and Mathematics

B A —English History, Economics, Philosophy, Sanskrit, Persian Hindi Urdu Mathematics and Political Science

*Faculty of Science*

M Sc —Physics Chemistry, Zoology, Botany and Mathematics

B Sc —Mathematics Physics Chemistry, Zoology and Botany

*Faculty of Law*

I L B

(2) ST JOHN'S COLLEGE AGRA (*Principal* Rev Canon T D Sully, M A)

*Faculty of Arts*

M A —English, Philosophy Economics History, Mathematics Persian and Hindi

B A —English History, Economics Philosophy, Sanskrit, Persian, Mathematics Hindi, Urdu and Geography

*Faculty of Science*

M Sc —Chemistry, Zoology and Mathematics

B Sc —Mathematics Physics Chemistry  
Zoology and Botany

*Faculty of Commerce*

B Com

- (3) MAHARAJA'S COLLEGE JAIPUR (*Principal* Mr  
K L Verma M A)

*Faculty of Arts*

M A —English History Philosophy  
Sanskrit Persian and Mathematics

B A —English History Philosophy  
Economics Sanskrit Persian and  
Mathematics

*Faculty of Science*

M Sc —Mathematics

B Sc —Mathematics Chemistry and Physics

*Faculty of Commerce*

B Com

- (4) MEERUT COLLGE MEERUT (*Principal*  
Col T F O'Donnell M C A D B A)

*Faculty of Arts*

M A —English History Philosophy  
Economics Persian Sanskrit and  
Mathematics

B A —English History Philosophy Persian  
Sanskrit Economics Mathematics  
Hindi Urdu Political Science and  
Military Science

*Faculty of Science*

M Sc —Mathematics

B Sc —Physics Chemistry Mathematics and  
Military Science

*Faculty of Law*

LL B

*Faculty of Commerce*

B Com

- (5) **INDORE CHRISTIAN COLLEGE INDORE** (*Principal* Rev A A Scott, M A, B D)

*Faculty of Arts*

M A — Philosophy

B A — English      Philosophy      Sanskrit  
                          Persian      History      Political Science  
                          Economics and Mathematics

- (6) **HOLKAR COLLEGE INDORE** (*Principal* Dr P Basu, M A, PH D, B L)

*Faculty of Arts*

M A — English, Economics and History

B A — English, Economics, History, Sanskrit  
                          Hindi      Mathematics,      Philosophy  
                          Persian and Marathi

*Faculty of Science*

M Sc — Chemistry.

B Sc — Mathematics      Physics and Chemistry

*Faculty of Law*

LL B

- (7) **S D COLLEGE, CANNORE** (*Principal* Mr L C Tandon, M A M COM)

*Faculty of Arts*

M A — Economics      Sanskrit, Hindi      English  
                          and History

B A — English,      Economics      History,  
                          Sanskrit, Hindi, Mathematics and  
                          Political Science

*Faculty of Law*

LL B

*Faculty of Commerce*

B Com

- (8) BAREILLA COLLEGE, BAREILLY (*Principal*  
Mr A C Dutt, M A)

*Faculty of Arts*

M A —Mathematics, English, Hindi and Economics

B A —English, Philosophy, Economics, History, Mathematics, Sanskrit, Persian, Hindi, Urdu and Political Science

*Faculty of Science*

M Sc —Mathematics

B Sc —Mathematics, Physics and Chemistry

*Faculty of Law*

LL B

- (9) GOVERNMENT COLLEGE, AJMER (*Principal*  
Mr P Seshadri, M A)

*Faculty of Arts*

B A —English Sanskrit, History, Philosophy, Persian, Economics and Mathematics

*Faculty of Science*

B Sc —Mathematics, Physics, Chemistry, Botany and Zoology

- (10) D A -V COLLEGE, CANNUPORE *Principal*  
Lal Diwan Chandra, M A)

*Faculty of Arts*

M A —Philosophy and Economics

B A —English, History, Sanskrit, Persian, Economics Philosophy, Mathematics, Hindi and Political Science



*Faculty of Science*

B Sc —Mathematics, Physics and Chemistry

*Faculty of Law*

LL B

*Faculty of Commerce*

B Com

- (11) VICTORIA COLLEGE, GWALIOR (*Principal*  
Mr Babulal Gupta M Sc)

*Faculty of Arts*

B A —English, Philosophy, History, Economics,  
Persian Mathematics,  
Sanskrit, Marathi, Hindi, Political  
Science and Geography

*Faculty of Science*

B Sc —Mathematics, Physics, Chemistry  
Botany and Zoology

- (12) ST ANDREW'S COLLEGE, GORAKHPUR  
(*Principal* Mr Raja Ram M A)

*Faculty of Arts*

B A —English, Persian, Sanskrit, Philosophy,  
History, Mathematics and  
Economics

- (13) CHRIST CHURCH COLLEGE, CANNPORE  
(*Principal* Mr S C Chatterjee, M A)

*Faculty of Arts*

M A —Mathematics and Political Science

B A —English, Philosophy, History, Economics,  
Mathematics, Persian, Hindi  
Sanskrit, Political Science and Urdu

*Faculty of Science*

M. Sc —Mathematics

- (14) JASWANT COLLEGE, JODHPUR (*Principal*  
Mr P P Shahani, M A)

*Faculty of Arts*

B A —English, Philosophy, History, Mathematics, Economics, Hindi and Sanskrit

- (15) AGRICULTURAL COLLEGE, CAWNPORE  
(*Principal* Mr P K Dey, M Sc, I A S)

*Faculty of Agriculture*

B Sc (Ag)

- (16) DUNGAR COLLEGE, BIKANER (*Principal*  
Mr M N Tolani, M A)

*Faculty of Arts*

B A —English, History Economics, Philosophy, Mathematics, Sanskrit and Hindi

- (17) MAYO COLLEGE, AJMER (*Principal* Mr  
V A S Stow, M A, C I E, V D, I E S)

*Faculty of Arts*

B A —English History, Political Science  
Economics and Military Science

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## B—Colleges

## 1—AGRA COLLEGE, AGRA

In 1818 Pandit Ganga Dhar Shastri bequeathed to the East India Company the rents of certain lands in the districts of Aligarh and Muttra for the promotion of education. In accordance with the Shastri's Will, Agra College was opened in 1823 the endowment then yielding over Rs 22,000 a year. Subsequently Government added to the income and raised the college to its present status.

In 1888 Trustees appeal to the Agra and while the capital of the Scholarship Fund was raised from Rs 25,000 to Rs 58,500.

The immediate control of the college is in the hands of a Committee, two of the members of which are officials, the rest nominated by the Trustees.

## OF THE COLLEGE

The college with its hostels and playing fields covers an

fine assembly hall of 60 ft across the front which can comfortably accommodate 800 persons.

## Teaching Staff

Principal, and Professor of Chemistry	H Krall, B A (T C D), Dip. Ed, M Sc (Research), F. I C. (on leave)
Offg Principal and Professor of Botany	K C. Mehta, Rai Bahadur, Ph. D (Cantab.), M Sc (Punjab F N I., MacLagan Gold Medalist)

Professor of Physics and Offg Warden of Hostels		N K Sethi, D Sc (Calcutta) M Sc (Allahabad)
Professor of History		Yadunath Prasad M A (Benares) Ph D (London),
Do	Mathematics	Shyama Charan, M A, M Sc (London), Holland Medallist
Do	English	M S Sundaram, M A (Madras) B Litt (Oxon), Dip Ed (Oxon)
Do	Zoology	A J Faruqi M Sc (Alld), Ph D (London), D I C
Do	Economics	Lokendra Nath Ghosh, M A (Cal cutta)
Do	Inorganic Chemistry	Bishambhar Lal Vaish, M Sc (Alld), A I C
Do	English	Chandra Puri Goswami, M A LL B (Alld)
Do	Physics	Satish Kumar Mukerji, M Sc (Alld) Ph D (London)
Do	Arabic and Persian	Mohd Tahir Faruqi, M A (Agra) Dabir-i-Kamil (Lucknow) Fazil Kamil (Alld), H P A Hons, in Urdu (Punjab)
Do	Sanskrit	Jagannath Tiwari M A Hindi (Benares) M A (Sanskrit, Shastri (Benares)
Do	Philosophy	P M Bhambhani B A (Hons), M A, (Bombay)
Do	Law	Joti Prasad B A B Sc, LL B (Alld), Lumsden Gold Me dallist
Lecturer in English		Hari Ram M A (Punjab), Eng- lish, M A (Alld) Philosophy, B T
Do	do	N N Mookerji, M A (Calcutta) F R E S (London), M A (Dacca)
Do.	do & Asstt Warden of Hos- tels	Shyam Sundar Chaturvedi M A (Alld)
Do	English	Kishore Saran Varma M A Eng- lish and Philosophy (Patna)
Do	Chemistry	Jang Bahadur Jha M Sc (Alld)
Do	do	Praneshwar Nath Kahju, M Sc (Alld)
Do	do	Purshottam Das Goyal, M Sc (Alld)
Do	Physics	Sukhdeo Prasad Khandelwal M Sc (Alld)

Lecturer in Physics	Madho Lal Jaiswal M Sc (Alld)
Do do	Sada Behari Raizada M Sc (Alld)
Do Botany	Salig Ram Sud M Sc (Punjab)
Do do	Babu Lal Gupta M Sc (Alld)
Do Zoology	Nawal Kishore Singh M Sc (Alld)
Do History	Agha Mahdi Husain M A (Punjab) Ph D (London) D Litt (Paris)
Do do	Bishan Narain Varma M A LL (Alld)
Do Mathematics	Mannoo Lal Misra M A (Allahabad)
Do do & Asstt Warden of Hostels	Rama Kant Chaturvedi B Sc (Hons) M Sc (Lucknow)
Do in Economics	Kashi Prasad Mathur M A (Alld)
Do Law	H P Bagchi M A LL B (Alld)
Junior Lecturer in Law	A C Mukerji B Sc LL M (Bimlari)
Lecturer in Drawing	Maharaj Krishna Varma Intergrade (Bombay) Teacher Artists and Member of the Royal Drawing Society London
Junior Lec in Maths	Jyoti Prasad Agarwala M A (Agra)
Do English	Brijadish Prasad M A Alld)
Do do	Kunwar Bahadur Bhatnagar M A (Agra)
Lecturer in Hindi	Kailash Chandra Misra M A Hindi (Agra) M A Sanskrit (Agra) Salitva Shastri Salitva Acharya (Benares)
Lecturer in Chemistry (Junior rank)	Lalta Prasad Saxena M Sc (Agra)
Do do	Prameswar Dayal Gupta M Sc (Alld)
Do do	Jahankar Gupta M Sc (Agra) I T (Alld) I L B
Do Physics	Kanwar Arun Singh M Sc (Alld)
Do do	Mata Prasad Mathur M Sc (Agra)
Do Lectures	vacant
Do Zoology	Lachunandati Prasad Varma M Sc (Alld)
Do do	Dayal Saran Srivastava M Sc (Lucknow)

Temp Lec in Botany	R P. Asthana, M Sc (Alld), Ph D (London), D I. C
Asstt Mycologist.	Raghubir Prasad, M Sc
Temp Personal Research	D D Gupta, B Sc Hons (Ag)
Asstt to Rai Baha	(Wales)
dur Dr K C Mehta	
Temp Junior Research	H R Bhargava, M Sc (Agra)
Asstt.	

In August 1938, there were 951 students on the rolls

The Library contains some valuable Oriental manuscripts and has been recently reorganised. Books appertaining to Science are housed in the laboratories where they are under the direct supervision of the heads of their respective departments. The Reading Room is open in the evenings as well as during college hours.

The laboratories are extensive and are well equipped for teaching purposes, and for research.

Two scholarships are awarded every year for research in Chemistry. During the last five years nearly 40 original  
tment of Chemistry.  
ie research students  
in 1936 and another  
esearch has also been  
cently arrangements  
have been made for further research work in Spectroscopy  
in the department of Physics. In the department of Zoology  
an Aquarium has been provided with a modern aeration  
apparatus for research work on different aspects of the  
Biology of fishes. Investigation on the rusts of wheat and  
barley started by the Professor of Botany in the year 1923  
and financed by the Imperial Council of Agricultural Research  
for the last 10 years are nearing completion and a scientific  
monograph dealing with that work is in the course of  
publication.

The interests of the students outside the class-room are partly provided for by dividing them (whether hostellers or day scholars) into 18 tutorial groups, each under one to three members of the staff. Every new student is allocated to a group and once in a group remains there throughout his college career, so that his tutor has a personal interest in him and is expected to act as his friend and adviser.

This division into groups is also the basis of organised games and results in very keen competition. There is also a Day Scholars Common Room.

Compulsory Physical Training is being carried out for the



conveniences are provided, in all cases these figures include Reading Room fee and Medical attendance. Students pay for their own electric light.

The following games are played —

Football Hockey Cricket Tennis and Volley ball. There are two playing fields and a college lawn and most of the Hostels possess Tennis courts. The college teams also take part in local and outside Tournaments. Inter tutorial matches in Football Hockey and Cricket take place among the 16 tutorial groups. Athletic sports are encouraged. Funds are obtained from a special contribution of annas 12 p m levied on every student.

The Agra and St. John's Colleges combine to form two platoons of the University Training Corps (C" Company and Battalion A F I) the other members of the Companies belonging to Aligarh. At the last Annual Camp the C Company won the long Range Shooting Cup the Annual Musketry Cup and the Miniature Range Shooting Cup.

The Civil Surgeon of Agra is the ultimate medical authority for the hostels and there is also a Sub Assistant Surgeon who visits all hostels daily and to whom all sick report. There is a medical inspection of all hostellers soon after the annual reopening of the College and the sight of new students is tested. Servants are inspected at more frequent intervals.

The College fees chargeable are —

*Arts Department*

	Rs	A	p	m
6th and 5th year M. A. classes	12	0		
4th and 3rd year B. A. classes	9	8		
2nd and 1st year classes	8	0		

*Science Department*

	Rs	A	p	m
6th and 5th year M. Sc. classes	13	0		
4th and 3rd year B. Sc. (Maths)	11	0		
4th and 3rd year B. Sc. (Biology)	11	8		
2nd and 1st year Science (Maths)	10	8		
2nd and 1st year Science (Biology)	11	0		

A Laboratory fee of Rs 5 per annum is charged from all Science students.

*Law Department*

	Rs	A	p	m
Fees charged from outsiders	9	8		
Fee charged from Agra and St. John's College students	7	0		



All students are charged 12 annas per mensem for athletics fee 1 Rs 0 per annum for the Agra College Union and 1 Rs 1/- per annum for College Magazine

In addition to a number of endowments enabling assistance to be given to intelligent and deserving students the following Merit Scholarships are available —

SCHOLARSHIP	AMOUNT	CONDITIONS
	Rs. A. P. m.	
1 Jagat Singh	15 0	Best B Sc on result of Intermediate
2 Jani Bihari Lal (Sanskrit)	8 0	Best 3rd year B A student of Sanskrit
3 Jani Bihari Lal (Arabic or Persian)	6 0	Best 3rd year B A student of Arabic or Persian
4 Tyagi Phinasa	5 0	Best 3rd year B A student not taking classics Preference to Kshatriyas
5 Mohan Das	5 0	Best 3rd year B Sc taking different groups from No 1 (Jagat Singh)
6 Rani Kishori Kunwar	7 0	Best 4th year B Sc promoted from 3rd year
7 Local	5 0	Best 4th year B A of Sanskrit promoted from 3rd year
8 Local	5 0	Best 4th year B A with Arabic or Persian promoted from 3rd year
9 Local	5 0	Best 4th year B A taking classics Preference to Kshatriyas
10 Local	5 0	Best 4th year B Sc not taking group as No 6 (Rani Kishori Kunwar)
11 Hunter	15 0	All round best student of post graduate class

There is a Debt of Honour Fund managed by a committee of the staff and the students, to the funds of which the Students Union makes a voluntary annual contribution and from which advances are made to deserving students who find it difficult to complete their studies

## Examination Result, 1938

CLASS	PERCENTAGE OF PASSES.	FIRST DIVISIONERS	PERCENTAGE OF 1937
	1938.		
B A	58	1	63
B Sc	67	1	60
M A Previous	75		66
M A Final	82	1	93
M Sc Previous	86		90
M Sc Final	88	4	100
LL B Previous	63	22	77
LL B. Final	87	9	97

## 2—ST JOHN'S COLLEGE, AGRA.

**History** St John's College was opened on December 16th, 1852, having been founded two years previously. In 1914 the present buildings were opened by the Viceroy, Lord Hardinge. The college is maintained by the Church Missionary Society of London and is managed by a local Governing Body, of which the Bishop of Lucknow is Chairman. Among its Principals have been its founder, T V French, first Bishop of Lahore, J P Haythornthwaite, Principal from 1890-1911, H B Durrant late Bishop of Lahore, and the Very Rev Dr A W. Davies Dean of Worcester, and first Vice-Chancellor of Agra University.

**Buildings**—The main building of the college in which the Arts and Commerce classes are held is one of the finest College Buildings in India and is worthy of Agra, the city of the Taj Mahal. It is an adaptation of the Mughal architecture for which North India is so famous to the needs of a modern college. It includes the Arts and Commerce Lecture rooms, the College Hall, the Chapel, the Arts Library and the Offices.

The college is fortunate in having an excellently equipped Library and Reading room. The Library is fitted with steel furniture and electric light and the Reading Room is comfortably furnished. All important books of reference are kept in open shelves and a very simple system for the issuing of books is in use. The Library is open not only during the college hours, but also for two hours in the evening. A Commerce Museum has been started and a collection of pictures illustrating the development of Indian Art.

The Science side of the college consists of the Chemistry, Biology and Physics laboratories, gas and water plants, and the Botanical gardens. The laboratories are among the best in the province and are equipped for a very high standard of work. The Physics building also contains a commodious room for the Science library.

**Subjects Recognised** The college is recognised for the P. A., B. Sc. and B. Com. in all subjects except Political Science and Sanskrit. For the M. A. in English, Philosophy, Economics, History, Persian, Hindi and Mathematics and for the M. Sc. in Mathematics, Chemistry and Zoology.

### Staff

#### Faculty of Arts

##### *English*

C. Malhotra M. A. (Linn.) M. A. (Oxon) Vice Principal  
 Suraj Lal and Saranya M. A. (Alld.)  
 E. C. Gupta M. A. (Alld.)  
 Miss M. A. F. D. L. A. P. D. (Linn.) B. Litt. (Oxon)  
 B. P. Bhat M. A. (Agra)

##### *Philosophy and Latin*

Rev. Canon T. D. Sully M. A. (Oxon) *Principal*  
 S. P. Adinarayaniah M. A. (Madras), M. A. (London).  
 Rev. J. F. Ferguson B. A. (Oxon), M. A. (Glasgow)

##### *History and Classics*

Jibon Chandra Taluqdar M. A. (Calcutta)  
 Miss M. F. Gibbs M. A. (Man and Oxon)  
 Victor S. Tupper M. A. L. T. (Alld.)

##### *Economics*

H. I. Puxley M. A. (Oxon) M. A. (Yale)  
 R. S. Dwivedi M. A. (Agra) B. Com. (Alld.)  
 Rev. J. P. Ferguson B. A. (Oxon), M. A. (Glasgow)  
 C. T. Gordon M. A. (Agra) L. T. (Alld.)  
 Nihar Kumar Sarkar M. A. (Cal.)

##### *Persian and Urdu*

Haji Abd Hasan Faridi M. A. L. T. (Alld.)  
 Haji Hamid Hasan Qadri Munshi Fazil (Punjab)  
 Wali Mohammad Khan Munshi Fazil (Punjab)

##### *Mathematics*

Champa Ram Chaturvedi M. A., B. Sc. (Alld.)  
 P. T. Chaudhri M. A. (Madras) M. Sc. (London)  
 Athar Ali Khan M. A. (Agra)

##### *Hindi*

Harihar Nath Tandon, M. A. (Benares)  
 Ambika Charan Sharma M. A. (Agra)  
 Gulab Rai M. A. (Alld.)

*Geography*

N N Ghose, M A (Liv'pl)

FACULTY OF SCIENCE

*Chemistry*

Dr K C Pandya M A (Bom) Ph D (London).

N. M. Antani, M A (Bombay)

Jagdish Shankar M Sc (Lucknow)

F C Bosman B Sc (Alld)

*Zoology*

L P Mathur M Sc (Benares)

Beni Charan Mahendra M Sc (Alld) F Z S

R P Cornelius M Sc (Alld)

*Physics*

K C Banerji, M Sc (Alld)

R L Moore B Sc (Hons), M Sc Tech (Man)  
A Inst P

Kesho Prasad Mathur M Sc (Agra)

*Botany*

N M Mukerji M Sc (Calcutta) F I S

C S Krishnamurti M Sc (Benares)

FACULTY OF COMMERCE

*Commerce and Economics*Rup Ram Gupta M A (Calcutta) B Com (Alld)  
B A (Punjab)

H L Puxley M A (Oxon), M A (Yale)

Rev N Timothy M A (Agra), B Com (Lucl)

R S Dwivedi, M A (Agra), B Com (Alld)

C T Gideon M A (Agra) L T (Alld)

J S Gideon M A B Com (Agra) L T (Alld)

Chandra Bhan Gupta M A B Com (Agra)

*Steno Typing*

E W Iall P C T

**Students**—The total number of students in the college has been 522 of whom 270 belong to the University classes. There have been 40 women students and 147 students reside in our own Hostels.

**Hostels** The college provides residential accommodation for over 200 students distributed in five hostels all of which are situated in the college compound. One of these hostels the Davies House, is reserved for women students. Each Hostel contains not more than 30-50 members, and is under the supervision of a Resident Warden.

**Day Students** The day students are divided geographically into three circles and each circle has its Warden and student officers. Each circle is further subdivided into five or six segments, each of which a member of the staff is attached as a tangent to keep in touch with the students and to encourage their activities. The conditions for them are carefully supervised.

**Staff Club** The college staff has a small Club House with an indoor cricket field, Tennis Courts and two Badminton Courts. The Club provides a centre for the corporate staff and a large staff dinner is also arranged.

**Library** The number of books in the College Library is about 10,000. Library is open in college hours and also for a few extra hours and it is increasingly well used.

**Research** Government has continued to award a Research Scholarship in Chemistry. Five papers have been contributed to the Transactions of the Indian Academy of Sciences and abstracts of two more papers appeared in the Proceedings of the Indian Science Congress.

The Zoology Department is continuing its research work and ten papers have been published during the last year. A research student has been working during the year and the department is now specially well equipped for work in Herpetology.

The Economics Department has continued its Research and Extension work in the villages and has been co-operating closely with the District Rural Development Association in the new developments in rural work. Students have taken a larger part in the work during last year and two Rural Development Camps were successfully organised in the Christmas holidays.

**Athletics**—In addition to the provision for Hostel Games and cricket in the college, the college Bath The management of athletics is in the hands of the Games Supervisor, who is working with the Athletic Committee of the University Society.

Fatherhood and Day Students Circle has its own teams for various games and Inter Hostel Tournaments are arranged in addition to the regular matches played with neighbouring institutions.

**Physical Training** Physical Training is being made compulsory for Intermediate students and is now in charge of a qualified Physical Instructor.

**University Training Corps** The strength of the Agra detachment of the U.T.C. is two platoons. Students of both Agra and St. John's College are eligible for membership.

The armoury and the shooting range are located in the college and drills and rifle practice are held in the college grounds. The Officer Commanding is a member of the college staff.

**Rover Scout Troop**—The Rover Scout Troop in the college maintains its numbers and keenness and takes the lead in various forms of social service.

**Social Service**—The college seeks to give students some idea of the enormous possibilities of, and need for, social service. It gives them practical training which will be of use to them in the college. There is a survey of the poverty of the college. Students are taken to various parts of the college to familiarise themselves with the actual conditions under which their fellow-countrymen live. The Mark Memorial Institute is

and the Economics Department in the College is co-operating with Government in Rural Uplift work.

**Old Boys**—The Old Boys Society maintains connection between Old Boys and their *Alma Mater* and a Leaflet off-printed from the College Magazine is sent out to all members three times a year.

### Results and Distinctions

#### *University Gold Medals Won by the College*

1938  
Krishna Kumari Devi (Gold) Medal for Mathematics  
Sheshadri (Gold) Medal

Shri Umang Lakshmi Kanti Lal Pandya (Gold) Medal  
1939

Krishna Kumari Devi (Gold) Medal for obtaining the highest percentage

Sheshadri (Gold) Medal

Shri Umang Lakshmi Kanti Lal Pandya (Gold) Medal

Azizuddin Malcolm Hailey (Gold) Medal

The following is the percentage of passes secured

	1938	1939
B A	72.4	68.5
B Sc	86.4	85.0
B Com (Part II)	69.6	84.0
Intermediate Arts	80.4	76.3
Intermediate Science	63.9	77.5
Intermediate Commerce	55.2	50.0

## A. MAHARAJA'S COLLEGE, JAIPUR.

**History.** The Maharaja's College was founded in 1844 by His Highness Saran Singh Raja of Hindustan. Raj Kaper Lal Singh Maharaja of Marwar, Sri Sawai Prasad Singh Sahib Pabla, Raj Gopal Singh.

The College was recognised upto the Intermediate Standard by the Calcutta University in 1883. It was affiliated to the M. A. Standard of the Calcutta University in 1896. On the creation of the Allahabad University in 1887 the College was affiliated to the Allahabad University to the B. A. Standard in 1888, to the M. A. Standard in 1903 and to the B. Sc. Standard in 1905.

On the passing of the Indian Universities Act 1904 the jurisdiction of the various Universities was defined and the Maharaja's College Jaipur was cut off from the Calcutta University and came completely under the jurisdiction of the Allahabad University in 1904.

In pursuance of the provision of the Agra University Act 1926 the college passed under the jurisdiction of the Agra University in 1927.

**Control.** The college is maintained and financed entirely by the Jaipur Darbar and is under the management of the Director of Education Jaipur.

**Building and Situation.**—The college building which is an imposing structure stands in its own grounds on the Lambah Road just outside the city and about 2 miles from

**Subjects**

the Agra University

recognised

Intermediate

The starting of B. Com. classes from the beginning of the session 1939-40 is under consideration. The college provides instruction in the following branches of study:—

**M. A. EXAMINATION****B. A. EXAMINATION**

- |                              |                            |
|------------------------------|----------------------------|
| (1) English Literature       | (1) English Literature (2) |
| (2) Philosophy (3) History   | Philosophy (3) Economics   |
| (4) Sanskrit (5) Persian and | (4) History (5)            |
| (6) Mathematics              | Sanskrit (6) Persian (7)   |
|                              | Mathematics                |

**M. Sc. EXAMINATION****B. Sc. EXAMINATION**

- |                 |                             |
|-----------------|-----------------------------|
| (1) Mathematics | (1) English (2) Physics (3) |
|                 | Chemistry, (4) Mathematics  |

## INTERMEDIATE ARTS

## EXAMINATION.

- (1) English, (2) Logic, (3) Economics  
(4) History, (5) Sanskrit (6) Hindi  
(7) Persian (8) Urdu,  
(9) Mathematics

## INTERMEDIATE SCIENCE

## EXAMINATION.

- (1) English (2) Physics  
(3) Chemistry (4) Bio-  
logy and (5) Mathema-  
tics

## INTERMEDIATE COMMERCE EXAMINATION

- (1) English (2) Elementary Economics and Commer-  
cial Geography (3) Book keeping and Accountancy, (4)  
Business, Methods and Correspondence (5) Steno Typing  
(6) Elements of Banking

## College Fees

## (A) General (All Students)

	Rs
1 College Admission Fee	2
2 Games Fee	6
(Rs 3 in July and 3 in December)	
3 Examination Fee	1
(For each Terminal)	
4 Reading Room Fee	1
5 Social Entertainment Fee	1
6 University Enrolment Fee	2
7 Library Deposit Fee	5
8 Science Caution Money	5
(For each Science subject)	
9 Examination Fee from Compartmentals	As 8
(For each Terminal)	

## (B) Tuition Fees (Per month for twelve months)

	Non Jaipurians	Jaipurians
	Rs A	Rs A
M A and M Sc	10 0	5 0
B Sc	9 0	4 8
B A	8 0	4 0
Compartmentals	3 0	1 8

## (C) Ex students' Registration Fee

	Non Jaipurians	Jaipurians
	Rs	Rs
M A and M Sc	20	10
B A, and B.Sc	20	10



## (D) Ex students Science Practical Fee

	Non Jaipurians	Jaipurians
Rs	Rs 10	Rs 5

**Freeships** Freeship upto ten per cent of the total expenditure are awarded to Jaipurian students by the Principal on the basis of merit and merit.

**Scholarships** Nine Scholarships of Merit of the value of Rs 100 each are awarded each year to the best Graduate, Degree and Intermediate Students respectively on the result of the University and Boards Examinations. Each Scholarship is tenable for 22 months. Only Jaipurian are eligible for such scholarships.

**Medals**—1. A Silver Medal founded by Lord Northbrook in commemoration of His Excellency's visit to Jaipur in 1873 is annually awarded to the best graduate of the year from the Maharaja's College Jaipur.

2. A Gold Medal is annually awarded to the best B.Sc. student to commemorate the visit of His Highness the Maharana Fateh Singh Sahib of Udaipur.

3. Clancy Gold Medal is awarded annually to the student who stands first at the Intermediate Examination from this College.

**Prizes** Various book prizes are awarded for general proficiency and regular attendance and are open to all students.

**Number of Students** The number of students in the Post graduate and Degree Classes during the year 1938-39 is as follows—

(a) M.A. Final	4
(b) M.Sc. Final	1
(c) M.A. Previous	0
(d) B.A. 2nd Year	77
(e) B.Sc. 2nd Year	9
(f) B.A. 1st Year	69
(g) B.Sc. 1st Year	9

## Examination Results 1938

Class	No appeared	No passed	Pass percentage
<b>M.A. (Final)</b>			
English	2	2	66.6
Sanskrit	1	1	100
Mathematics	1	1	100
History	1	1	100

<i>M A (Previous)</i>				(Rs)
English	2			
Sanskrit	2	1		50
Persian	1	1		100
Mathematics	1	1		100
Philosophy	1	1		100
History	1			
<i>M S (Previous)</i>				
Mathematics	1	1		100
<i>B I</i>	90	40		44 4
<i>P Sc</i>	7	5		71 4

**Libraries and Laboratories**—The Library is divided into Arts and Science sections and contains over 9500 volumes. The stock of books is kept up to date by an annual purchase of books to the extent of Rs 2100. Books are classified according to the Dewey Decimal System with necessary modification. The Reading Room is furnished with a large number of Newspapers and Periodicals. A senior member of the staff is in charge of the Library and is assisted by two Library clerks. A student wise issue register is maintained for the students of the Intermediate Classes to ensure that each student does a sufficient amount of reading. The register is closely supervised by another senior member of the Staff.

**Laboratories**—The Physics, Chemistry and Biology Laboratories are furnished with up to date equipment and

### Teaching Staff

Name and Qualifications	Designation	Subject taught
Kanhaya Lal Varma M A (Benares)	Actg Principal	Mathematics
Jitendra Mohan Ghosh M A (Cal)	Actg Vice Principal	History
Minochelur Iramu Sengupta M Sc (Alld)	Prof of Physics	Physics
Claman Lal Mital M Sc (Alld)	Prof of Chemistry	Chemistry
Dinesh Chandra Datta M A (Cal)	Prof of English	English
Surya Narain Acharya Shastri (Jaipur) (Punjab)	Prof of Sanskrit	Sanskrit
Mohd Abdul Muqim M A (Agra)	Prof of Persian	Persian

Param Narayan Narayan M A P Sc. (All I)	Asst Prof of Mathematics	Mathematics
Anil Krishna Mitra M A (Cal)	Asst Prof of English	English
Motilal Harilal Dinkhar M A <sub>2</sub> (All I)	Asst Prof of History	History
Suman Singh Jain M A <sub>2</sub> (All I)	Asst Prof of English	English
Devate Lal Mathur M A <sub>2</sub> P Sc <sub>2</sub> (All I)	Asst Prof of Mathematics	Mathematics
Shambher Jang Lal ahar Mathur M A <sub>2</sub> H B <sub>2</sub> (Luck)	Asst Prof of English	English
Mahabir Chand Mathur M A <sub>2</sub> (Delhi)	Asst Prof of Economics	Economics
Jam Pratap Singh M A <sub>2</sub> H B <sub>2</sub> (Benares)	Asst Prof of Philosophy	Philosophy
Jam Krishna Sunkla M A <sub>2</sub> (Benares)	Asst Prof of Sanskrit	Sanskrit
Syed Talib Husain Najibi M A <sub>2</sub> (Agra) H U H P (Punjab)	Asst Prof of Persian	Persian
Nand Lal Mukerji M Sc (Allahabad)	Demonstrator of Chemistry	Chemistry
Mahabir Lal Mathur M A (Agra) P Sc (All I)	Demonstrator of Physics	Physics

**Staff Club**—Every member of the college staff is *ipso facto* a member of the Staff Club on payment of a monthly subscription. Its activities social and athletic have been so increased and enlarged as to prove helpful in strengthening the sense of corporate unity in the Staff.

**Academic Council**—The College Academic Council consisting of the various Heads of Departments has continued functioning as before. Its primary object is to associate the Senior Members of the Staff with the administrative and academic affairs of the college so as to enable the Principal to have the benefit of their experience and suggestions.

**Societies and Associations**—There are the following Associations and Societies—

- |                        |                        |
|------------------------|------------------------|
| 1 Science Association  | 4 Dramatic Society     |
| 2 Hindi Sahitya Samaj  | 5 Commerce Association |
| 3 Co-operative Society | 6 Urdu Association     |
| 7 Rover Crew           |                        |

All the Societies continued to function satisfactorily.

**College Annual Day**—The College celebrated along with the Prize Distribution a common Social gathering of Staff, Students and their Guardians.

**General Assembly**—A General Assembly is held once a week as provided in the Time Table. At Assembly Meetings lectures are delivered by Professors eminent educationists and others.

**Educational Tours**—In order to widen the mental and social outlook of students the Council of State have sanctioned a recurring grant of Rs. 600 per annum for Educational Tours.

**Athletics**—The management of Games is in the hands of the Principal who is assisted by the Games Superintendent and the Athletic Committee. Every student of 1st and 3rd year classes of the college has to take part in one of the three compulsory games. At present Hockey, Football and Volley ball have been included in the Scheme of Compulsory games. For the proper conduct and supervision of games and sports members of the Staff have been divided into a number of Committees and every member has to attend the playing field according to a definite scheme.

**Hostel**—A modern Hostel Building to accommodate about 75 students adjoins the college building. Students make their own mess arrangements. The Hostel provides utensils. The messing charges come to about Rs. 10 p.m. The Hostel is under the personal charge of a resident Warden who is a senior member of the Staff and is under the direct supervision of the Principal. There is also a Medical Officer who looks after the health of the Hostellers. In addition a number of other facilities are provided such as Volley ball, Indoor games, newspapers, etc.

**Medical Inspection**—The Medical Officer of the Education Department conducts a medical examination every year of all the students. The results are reported to the guardians and to the Director of Education.

#### 4—MEERUT COLLEGE MEERUT

**Management and Control** The national level of the  
control system is the Ministry of Finance, which  
is responsible for the overall management and control  
of the country's financial resources. It is also  
responsible for the preparation of the national budget  
and for the distribution of funds to various departments  
and agencies.

[illegible]

Building and Sites T g u p ne file  
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Financial Position - A regular recurring expenditure for maintenance of the general government is a capital outlay. The present charges of the

Staff—The college maintains an efficient staff for the various faculties. In 1938 30 of the following are the members of the staff:

*Ir c fad*

Col T I O'Donnell M C V D B A (Hons) Class  
Royal University Dublin England

*Engl st*

Cl and Baladur M A (Hunjal History) (Allahabad  
Engl sl) and LL B (Allahabad) Head of the  
Department

I C B swas M A (Calcutta)

- H M Mukerji M A (Calcutta)  
 P K Goswami M A (Allahabad)  
 U N Mathur M A (Allahabad)  
 G P Rajbanshi M A (Lucknow)  
 Ishwar Saran M A (Agra)  
 Daya Ram M A, I L B (Allahabad)  
 Karar Husain M A (Agra)  
 Daya Prakash M A (Eng) M A (Hist) (Benares)

### *History*

- B R Chatterji M A (Punjab) *History and Economics*  
 D Litt (Punjab) Economics Ph D (London)  
 History Head of the department  
 G N Bose Mullick M A (Allahabad)  
 Someshwar Prasad Sinha M A LL B (Allahabad)

### *Politics and Civics*

- G N Bose Mullick M A (Allahabad) Head of the  
 Department  
 B R Chatterji M A D Litt Ph D  
 Someshwar Prasad Sinha M A LL B  
 P P Suda M A (Agra) Politics M A (Allahabad)  
 Philosophy

### *Economics*

- Nand Lal Bhatnagar M A (Allahabad) Head of the  
 Department  
 Dori Lal Dubey M A (Allahabad) Ph D (London)  
 Dhru Singh M A (Allahabad)

### *Philosophy and Logic*

- I N Sinha M A Ph D P R S (Calcutta) Mount  
 Medallist and winner of the Griffith Memorial Prize  
 Head of the Department  
 P P Suda M A (Allahabad) Philosophy M A (Agra)  
 Politics

### *Persian and Urdu*

- I Gilani M A (Punjab) Arabic and Persian Head of  
 the Department  
 S Mahmood Ali Gilani Munshi Iqbal (Punjab) Persian  
 Shafi Ahmad Makhary M A (Bombay) Persian and  
 Urdu

### *Commerce*

- Banwarilal M A B Com (Agra)  
 S K Tankha B Com (Bombay)  
 B N Tandon M A (Agra), M Com (Calcutta)  
 Ph D (Munich)  
 J P Rastogi M A B Com (Agra)

*Faculty*

Dr N. Tanu Lal A. P. Mahay School of Arts

Dr. Nath. Mehta B. Sc. LL.B. (Advocate)

M. D. Jain B.A. at Law

S. C. Gupta B.A. at Law

*Library*

A. S. Samra M. Sc. (Allahabad)

Latika Puri Mathur M. Sc. (Allahabad)

Shital Prasad M. Sc. (Allahabad)

Jogendra M. Sc. (Allahabad)

*Library*

*Students*

Dr S. S. Joshi B. Sc. (Lucknow)

Mahipal Gupta M. Sc. (Allahabad)

A. N. Chatterji M. Sc. (Allahabad)

Hira Lal Dubey M. Sc. (Allahabad)

*Bibliography*

Aslam H. Faruqi M. Sc. (Agra)

**Subjects Taught**

*B. A.* — (i) English Literature (ii) History (iii) Philosophy (iv) Mathematics, (v) Sanskrit, (vi) Persian and (vii) Economics

*B. A.* — (i) English (ii) Philosophy (iii) Economics (iv) History, (v) Mathematics (vi) Sanskrit (vii) Persian (viii) Politics (ix) Hindi (x) Urdu and (xi) Military Science

*B. Sc.* — (i) English (ii) Physics (iii) Chemistry (iv) Mathematics and (v) Military Science

*Intermediate Arts* — (i) English (ii) Classics (Sanskrit and Persian) (iii) Logic (iv) History (v) Economics (vi) Drawing (vii) Modern Indian Languages (Hindi and Urdu), (viii) Civics and Mathematics

*Intermediate Science* — (i) English (ii) Mathematics, (iii) Physics (iv) Chemistry (v) Biology

*Intermediate in Commerce* — All the compulsory subjects with one of the following optional subjects —

(1) Steno typing (Shorthand and Type writing)

(2) Elements of Banking

**Enrolment in Post-Graduate and Degree Classes** The number of students on rolls on the 31st March 1939 was as under —

M A —(a) English (Previous and Final)

(b) History do

(c) Philosophy do

(d) Persian do

(e) Sanskrit do

(f) Mathematics do

(g) Economics

M Sc Mathematics Final

Law Previous and Final

B A (III and IV year)

B Sc (III) and IV year)

**Library** The College maintains an efficient Library. The total number of books added during the year is 469. There are departmental libraries in Physics, Chemistry, Biology and Drawing. For locating the books the Card Index system is used.

This year the Open Shelf System was introduced for the senior students.

**Laboratories**—All the three Laboratories of Physics, Chemistry and Biology are well equipped.

#### CHEMISTRY

The Chemical Laboratory is housed in a separate building attached to the main college building. It is fairly well equipped though the space for practical work has fallen short of requirements. There is a sufficient stock of apparatus and chemicals, charts, models, etc.

The balances are sufficient in number and are kept in a separate room. There is also a separate room for the Library.

#### PHYSICS

The new building to house the Physics Laboratory was completed in 1933 and the laboratory was shifted to the new building in 1933-34. The new building was fitted up with water, gas and electric connections and the necessary furniture was provided for the building duly. In the new building there are two big lecture rooms, two spacious halls for Practical work, three dark rooms, two for I Sc students and one for the I Sc students, one Professors room, one staff room, two store rooms, one Photographic dark room, one Radio room, one Library room, one additional Dark room for optics and one Battery room. In all there are 14 rooms and there is also an enclosed gallery at the centre that can be utilised for practical work of the I Sc students. At a time 32 B Sc and 48 I Sc students can work in the Laboratory.



The Laboratory is provided with the necessary pieces of apparatus and the equipment is fairly good. There is an efficient workshop which contains two lathes one with 10 ft bed and the other with 3 ft bed worked by power. A good deal of apparatus for the use of the students is turned out by the workshop.

### BIOLOGY

The Laboratory is housed in a separate building whose construction was made possible by the generous donation of his brother, the late Mr. B. S. Chandra. It consists of a dozen of rooms. There is a practical Hall which can accommodate 40-50 students at a time with great ease. A gas tap, a water tap and a sink are provided for every two students. A separate room is allotted for the museum which contains well over one thousand zoological and botanical specimens, classified and fully described in suitable show cases. There are twenty Winkel Zeiss and Leitz new microscopes for the use of the students. Besides there is a good Sartorius Rotary Microtome, a paraffin bath, a Lector Epidiascope, a Zeiss Microprojection Apparatus and a complete Zeiss Dissecting Microscope.

Attached to the Laboratory there is a small Botanical garden with two tanks and a Fern house.

Research work is also carried on in Botany especially in Morphology and Floral Anatomy. Last year two papers were published on 'Tamarix' and 'Garcinia'.

**Magazine**—A magazine is published in the Laboratory. It is a record of the labours put in by the Meerut College students for promoting the cause of literacy in the Meerut District.

**Association**—The various sections of the College Society worked with zeal and evinced a keen interest for large intellectual and social activities. The society is run by a General Secretary and Chairman of the various sections, all elected by the staff. They are assisted by the Secretaries of the various sections elected by the students. It comprises the following sections:

1. **Scientific Society**—The Scientific Society organized a Science Exhibition during the College Week. It attracted a large number of visitors from the local gentry and the students from the Arts Section of the college.
2. **Sanskrit Parishad**—A special feature of the Society is that all the proceedings are conducted exclusively in Sanskrit. Two meetings were held during the session. The Annual function could not be held.

**Law Society**—Organised two lectures. The first lecture was delivered by Sir N. N. Sirkar, Law Member of the Government of India and the second by Mr Bhula Phai Desai. Both the lectures were interesting illuminative and instructive.

**The Athletic Association**—The constitution of the Athletic Association last year underwent a change. A new rule whereby one third of the members in charge of the various activities were to retire every year was incorporated. To encourage sports a student was sent to Sat Tal for training.

**Freshers' Union** Seven meetings of the Union were held. At the Annual Meeting of the Union held during the College Week the O'Donnell Elocution Contest was held. Many of the speeches were very good and were appreciated by the gentry.

**Professors' Academy**—The Academy was in charge of Dr P. L. Dubey. Several papers were read on literary subjects. Two distinguished visitors Sir C. Y. Chintamani and Sir Syed Raza Ali gave a talk on the U. P. Tenancy Bill and the Indians in South Africa respectively.

**Residence of Students** This year there were three Hindu Hostels the Old House, New House and the New Blocks with a total accommodating capacity of 270 and one Mohammedan Hostel accommodating in all 76 boarders.

**Administration**—Each hostel is under the charge of a

under the charge of the monitors and every hostel has a senior monitor. The messes are supervised by a mess Committee which consists of the representatives of each hostel.

**Physical Culture**—A large number of hostellers take keen interest in physical exercises in the College Gymnasium. Besides this there are Inter hostel and Inter-ward Tournaments for different games.

**Health**—In college hostel full time com infectious case good throughout the year.

**Hostel Library** The hostels also maintain a well equipped library. The Library could prove more useful if some additional money were available.

**Discipline**—Throughout the year the general tone and discipline of the college was satisfactory with the exception of two rather serious incidents in which drastic disciplinary actions had to be taken.

The general and the Academic Tutorial systems both worked with considerable success.

**Fees**—The following fees are payable at the beginning of every session—

	Rs.	P.
Admission fee—	2	0
Recreation fee	0	0
Printing fee	2	5
Library fee	1	5
Society subscription	2	0
Magazine	1	5
K. E. S. subscription	1	0
University enrolment fee	2	0

The following tuition fees are payable monthly in advance—

	Rs.	P.
M. A. Previous and Final —	10	p.m.
M. A. LL. B. (both) —	10	p.m.
3rd and 4th year B. A. —	8	p.m.
3rd and 4th year B. Sc. —	0	p.m.
1st and 2nd year Arts Inter —	7	p.m.
1st and 2nd year Sc. Inter —	8	p.m.
1st year Inter Commerce —	8	p.m.
2nd year Inter Commerce —	0	p.m.

One rupee over and above the usual fees is charged from all college students as subscription towards the Building Fund of the College.

**Medals and Scholarships**—The following medals were awarded—

- (1) Lal Shri Devi Tamma Gold Medal for standing 1st in M. A.
- (2) Vidvati Gold Medal for standing 1st in LL. B.
- (3) Kalayati Br. J. Mohan Gold Medal for standing 1st in B. A.
- (4) Hem Swarup Wed. Med. Medal for standing 1st in B. A.
- (5) Ganga Saran Silver Medal for standing 1st in Inter Arts.
- (6) Ashwini Kumar Medal for standing 1st in Inter Sc.
- (7) Swami Ganesh Anand Silver Medal to the all round best Gymnast.
- (8) L. Lajpat Rai Medal for the best essay writer by a student of any college of the Akra University.
- (9) Prizes were awarded to the winners and runner up of the League matches in volleyball, hockey, tennis and football.

- (10) Two prizes to the students who stood 1st & 2nd in III year Arts  
 (11) Two prizes to the students who stood 1st & 2nd in III year Science  
 (12) Two prizes to the students who stood 1st & 2nd in I year Arts  
 (13) Two prizes to the students who stood 1st & 2nd in I year Science  
 (14) Two prizes to the students who stood 1st & 2nd in I year Commerce

**Scholarships**—The following scholarships are awarded annually—

	Number	Amount
		Rs
I Nanak Chand Scholarships	4	312 a year
King Edward	Number varies	about 1800 a year
H Abdul Karim Scholarships	7	600 a year
Kai Bahadur Ramanuj Dayal	7	400 a year
L Har Sahai (Sanskrit)	4	200 a year
L Asa Ram	1	60 a year
Mr Bisheshwar Prasad	1	48 a year

#### Examination Results, 1939

	Appeared	Passed	Percentage
<i>M I Final</i>			
English	2	2	100
History	9	9	100
Economics	5	4	80
Persian	1	0	0
Mathematics			
<i>M I Previous</i>			
English	12	7	58.2
Economics	6	6	100
History	5	5	100
Mathematics	4	0	0
Sanskrit	4	3	75
<i>M II Previous</i>			
Mathematics	5	2	40
B A	180	106	58.5
B Sc	27	24	89
II B Final	41	37	90
LL B Previous	56	31	55.25

## 5—INDORE CHRISTIAN COLLEGE INDORE

This institution is maintained and controlled by the General India Mission of the United Church of Canada. It was opened in 1884 as a High School and became affiliated with the University of Calcutta to the Intermediate standard in 1888 and the B.A. in 1893. Coming in 1904 under the jurisdiction of the University of Allahabad it became affiliated with that University. In 1910 it was affiliated to the M.A. standard in Philosophy. When the Agra University was established it became a part of that University.

Until October 1915 the college was known as the Canadian Mission College but in that year its name was changed and it has since been known as the Indore Christian College.

The Mission Council of the Central India Mission of the United Church of Canada is the Governing Body of the College but for all purposes of internal administration the Governing Board delegates its authority to the Local Board which consists of (a) The Principal and Vice Principal *ex officio* (b) two elected representatives of the Mission Council who are not members of the College staff (c) three elected representatives of the College staff (d) one representative of the Indian Church. The Board has power to co-opt two other members. The Principal of the College is Chairman and Executive Officer of the Board. The Board appoints its own Secretary and Treasurer. The Board deals with all matters of policy, maintains buildings, makes appointments to the staff and controls the finances of the institution.

In addition to the Local Board there is the Faculty which consists of all the senior teaching members of the staff. It concerns itself with the more strictly academic side of the institution's life and deals with such questions as preparation of time tables, examinations, promotions, discipline etc.

Most of the class rooms, the library, the offices and the staff quarters are located in Bronson Hall a 450 persons and the Vice Principal. Indore Christian College. Upon there are 100 rooms, hostel

rooms, a sick room and several class rooms.

Subject  
about  
class

Single furnished room Rs. 1 per month

Double furnished room Rs. 2 per month for each occupant

A fully qualified doctor visits the Hostels regularly and looks after the physical well being of the students. He also makes a physical examination of all students and advises

where treatment is needed. There is a resident medical assistant.

All Hostel students are required to join one of the Hostel messes where food is supplied at about Rs. 10 per month.

The college finances are derived from three sources:

- (a) An annual grant from the United Church of Canada which also pays the salaries of the Canadian members of staff.
- (b) Donations from Canadian and other sources.
- (c) Fees.

During the session of 1938-39 the Holkar State gave a non-recurring grant to the college.

The fees are as follows:

*Tuition fees*

1st and 2nd years—Rs. 72 per session

3rd and 4th years—Rs. 96 per session

*Special fees*

	Rs.	A.
Admission fee for new students	2	0
Library	6	0
Athletics	6	0
Students' Helping Fund	1	0
Social Gathering	1	4
Magazine	1	0
Stationery	2	0

All students are required to deposit Rs. 10 as caution money.

M. A. students pay a tuition fee of Rs. 120 per session and the Social Gathering fee.

Fees are payable in advance at the opening of each term, but students if they show sufficient reason may be permitted to pay their fees by instalments. In that case an additional fee of Re. 1 is charged in each term.

For the Intermediate Examination the college offers instruction in English, Logic, Economics, Civics, Sanskrit, Mathematics, Indian and European History, Hindi and Marathi.

For the B. A. Examination instruction is given in General English, English Literature, Philosophy, Economics, Sanskrit, Mathematics, Indian and European History and Political Science.

M. A. classes are conducted in Philosophy only.

The staff consists of the following

Name	Qualifications etc	Subjects taught
Rev. A. V. Scott, Principal and Registrar	B. B. (Hon.) English and Philosophy (Toronto) M. A. Philosophy (Toronto) B. D. Sociology (Knox College Toronto) B. Paed. Education (Toronto) D. D. (Honorary) Victoria University	English and Philosophy
Rev. D. J. Davidson Vice Principal	B. A. Philosophy (Toronto)	English
Rev. W. S. Taylor Professor and Hostel Warden	M. A. Philosophy (Toronto) B. D. Theology (Knox College Toronto)	Philosophy
P. N. Bhattacharya Professor	M. A. Pure Mathematics (Calcutta)	Mathematics
B. B. Singh Professor	M. A. English (Agra)	English
C. P. Shastry Professor	M. A. Sanskrit (Allahabad) B. A. Marathi (Agra)	Sanskrit Marathi
Rev. G. P. Bryce Professor	M. A. Classics (Toronto) M. A. Previous English (McMaster) B. D. Theology (Knox College Toronto) B. Paed. Education (Toronto)	English
R. N. Langer Professor	M. A. Economics (Agra)	Economics
T. Matthews Professor	M. A. History (Agra)	History and Civics
Hostel Superintendent		

Name	Qualifications etc	Subjects taught
C P Brahmo Professor	M A Sanskrit (Aligarh) M A Philosophy (Agra) LL B (Aligarh)	Logic and Philosophy
N C Chatterjea Professor	M A Philosophy (Allahabad) M A History (Agra) L T (Allahabad)	History Civics Political Science
C W David Professor and Asst Registrar	M A English (Agra) M A Previous Hindi (Agra)	English and Hindi
S G Patel Professor and Hostel Superintendent	M A Economics (Agra)	Economics
S B Kale Tutor	B A (Agra)	History
M L Watson College Secretary		
P A Gaiikwar Office Assistant		
N W Abraham Librarian	B A (Agra)	

The Library is a large well lighted room provided with good facilities for study. The books are catalogued according to the Dewey Decimal System. There are about 8000 volumes in the Library. There is a full time Librarian the Library being open to students for six and a half hours each day.

The college has no endowments but is able nevertheless from gifts and other sources to present prizes in General Proficiency in each class on the results of the work of each session. A certain number of freeships are also granted to poor and deserving students.

Two term examinations are held during the year and promotions to the second and fourth years are made on the basis of these and a final examination held at the end of the session.

There is a regularly appointed Superintendent of Games, and the athletic activities of the students are managed by a Students Committee with a member of the staff as President. Hockey Football Cricket Volleyball Tennis Badminton and Ping Pong are all played. Practically all hostel students and a good many day pupils also take part in games.



Organizations maintained by the students are an English Literary Society the Chandrika Society (Hindi) the Taruna Maharashtra Mandal (Marathi) the Bazm-e-Adab (Urdu) a Sanskrit Society and a Dramatic Association. A member of the staff acts as a Counsellor to each of the organizations.

The Students Helping Fund is an organization to which each student has to pay one rupee a session. The money so raised supplemented by fines collected proceeds of dramas etc. is distributed by a Students Committee to poor students.

A magazine known as The Bulletin of the Indore Christian College is published. It has both English and vernacular sections. A manuscript Hostel Magazine is also published and there are Hindi and Marathi Manuscript journals.

During the session of 1938-39 there were in attendance 70 in the 1st year class 56 in the 2nd year 45 in the 3rd year 54 in the 4th year and 2 in the M. A. Class.

The examination results for 1938 were as follows:

	P. A.	Intermediate
Appeared	61	48
Passed	31	34
Percentage of Passes	50.8	70.8

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village reconstruction has been carried on by that body.

## 6—HOLKAR COLLEGE, INDORE

Holkar College was founded in 1891 and is maintained by the Government of His Highness the Maharaja Holkar. Originally it was affiliated to the University of Calcutta and since the reorganisation of Indian Universities in 1905 to the University of Allahabad. In 1927 it was transferred to the newly constituted University of Agra. At first it taught only up to the B. A. standard. In 1906 it also started teaching up to the B. Sc. standard. In 1927 it started M. A. classes in English and Economics. In 1928 it started LL. B. classes. In 1931 it started M. Sc. classes. In 1937 it started M. A. classes in History.

The authorities of the college consist of the Darbar of Holkar, the Minister in charge of Education, the Principal and the three Faculties by their respective Deans.

which are subordinate  
it is presided over by

the Principal and the three Faculties by their respective Deans.

Academic matters are managed by the Faculties. The Staff Council also appoints the following Standing Committees (1) a Library Committee, and (2) a Results Committee. The former for making recommendations regarding matters concerning the Library and the latter for scrutinising the result, of the terminal examinations of the College in the light of the rules framed by the Staff Council. There is a Staff Club for the promotion of social intercourse among the members of the Staff.

A representative Body, consisting of about 50 students elected by various classes, helps the Principal in the organisation of social and athletic activities and maintenance of discipline in the college. It is the constitutional link between the students and the college administration aiming at their harmonious working and keeping them generally informed about each other's aims and ideas. Being run on the lines of self-governing institutions it further provides the students a lesson in practical life and trains them to be useful members of society in future.

There is a hall a half mile from the college on an open space on the main college building. Laboratories. There are quarters of the Resident Superintendent who is a senior Professor, and of the Gymnastic Instructor. The Principal lives near the college as also another Professor.

The subjects in which and the examinations for which the college is recognised are

M A	English, Economics and History
M Sc	Chemistry
LL B	Previous and Final
B A	General English, Sanskrit, History and Mathematics
B Sc	General English, Physics, Chemistry and Mathematics

Teaching is actually carried on in all the above subjects the groups allowed in the College being B A History paper I and II (c) and B A Sanskrit papers I, II (a) III. In the Terminal Examinations of the College, a compulsory paper is set in General Knowledge for each of the under-graduate classes.

Effective tutorial instruction is provided for in three of the Arts subjects and all the Science subjects and the teaching staff has been increased in English for this purpose.

## The staff consist of the following —

Name	Designation	Qualifications etc	Subjects taught
Janabai Chandra B. Su	Principal	M. A. Economics and in Economics Hist. 1935 B. L. L. D. 1935 (Cal)	
S. S. Deshpande	Vice Principal	M. Sc. (All India) Chem. Chemistry Ph.D. (London) Chem. Associate of the Institute Royal College of Sci. London	
H. Jibau Gosh	Professor	M. A. (Calcutta) 1st class English F. W. 21st U. N. M. D. 1st Prize Medal	
S. S. Baghir Ali	1	M. A. (All India) Persian & Persian Arabic	
A. B. Shrikhanle	do	M. A. (All India) (B. A. II) Philosophy Dakshin Fellow & a dialogue 1st Prize & Deshmool Prerna LL. B. II Hon.	
A. Padmanaya Shastri	do	M. A. (Physi.) Madras Day 1935 II	
S. H. Dhan Nath Dhar	do	M. A. (Calcutta) Hist. 1st History class 2nd Medalist and 1st prize (Cal)	
I. C. Dhanwal	1	M. A. (Calcutta) (All India) II Economics D. V. LL. B. (All India)	
A. R. Subrahmanya Iyer	do	M. A. Hist. II (Agra) Law M. L. (Madras)	
A. C. G. le	do	M. A. Math. II (All India) Mathematics LL. B. II (All India)	
I. M. Borgaonkar	do	M. A. 1st Prize 1st in English Univ. of India P. G. V. Res. a ch. Scholar	
S. N. Chaturvedi	do	M. A. Sans. III (All India) Sanskrit	
W. G. Urdhwateshe	do	M. A. Sans. III (All India) Marathi Kavya First (Cal)	
Jwalaprasad Singh	Asst. Prof.	M. A. (Calcutta) III (All India) Economics LL. B. I (All India)	
K. Arifai Bordia	do	M. A. English III English (Cal)	
T. I. N. Iyul	do	M. A. English III (All India) English I. C. I. Lect.	
Raj Bahadur Hazarilal Sanghi	1st Asst. Prof.	M. A., LL. B. (All India) Law	
Ferozuddin Chaudhry	do	M. A. LL. B. (All India) Law	
I. C. Gargade	Asst. Prof.	M. Sc. (All India) Math. I Mathematics (All India)	
A. B. Misra	do	M. A. Hindi III Hindi (Agra)	
I. C. Joshi	1	M. A. (Calcutta) 1st class English I. C. I. A. III A. I. C. I. (Honours)	
P. N. Mathur	Deputy Asst. Prof.	M. Sc. (Chem.) II III B. Chemistry II (All India)	
S. V. Chitale	1	M. Sc. Physics II Physics (All India) LL. B. II (Agra)	



the monthly tuition fees charged in the college are for B A classes, Rs 9 for B Sc and M A classes for M Sc, Rs 10 for LL B Previous and Rs 12 for LL B class. They are realised quarterly.

The following kinds of scholarships have been granted to students of the college during the year 1938-39 the continuance of which is subject to good conduct and progress.

#### SCHOLARSHIPS

	Rs
Educational Uplift Scholarship	1 200
Jagirdari Scholarship	750
Women's Scholarship	400
Col Tara Singh Scholarship	360
Competitive Scholarship	950
Special Scholarship	420
Maharani Chandravati Poor and Orphan Girls Scholarship	180

Free studentship is allowed up to a maximum of 12 per cent of the number of students in the college. No free studentship and merit scholarships are available for post-graduate study. In each of the undergraduate classes the student who obtains the highest number of marks in all the examinations in two years' course in any subject is awarded a prize for each subject in each course of study.

Every year a writing competition is held annually and two prizes are given to the student of the Intermediate classes and the student of the B A and B Sc classes are given to the two best candidates. A medal called the Maharaja Jai Rao Medal is awarded to the senior B A or B Sc student who is considered to be the best all round student in the college. A gold medal called Kedareswar Medal presented by the late Mr K B Sen Roy in memory of his son

of the college and another prize called the Jai Prakash Prasad Prize is also awarded to the best all round student of the session. Six scholarships of Rs 100 each called Tara Singh Scholarships are awarded to the best students of the college.

The results of the examination of the students are as follows:

Appeared

list  
marks

Academic matters are managed by the Faculties. The Staff Council also appoints the following Standing Committees

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Staff

A representative Body consisting of about 50 students  
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ministration aiming at their  
harmonious working and keeping them generally informed  
about each other's aims and ideas. Being run on the lines of  
self governing institutions it further provides the students a  
lesson in practical life and trains them to be useful member  
of society in future

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civil areas the  
Agra Bazar  
is flanked on  
are four blocks of Hostels with the quarters of the Resident  
Superintendent who is a senior Professor and of the Gym  
nastic Instructor. The Principal lives near the college as do  
a number of Professors

The subjects in which and the examinations for which the  
college is recognised are

M A English Economics and History

M Sc Chemistry

LL B Previous and Final

B A

B Sc General English Physics Chemistry  
and Mathematics

Teaching is actually carried on in all the above subjects  
the groups allowed in the College being B A History paper I  
and II (c) and B A Sanskrit papers I II (a) III. In the  
Terminal Examinations of the College a compulsory paper  
is set in General Knowledge for each of the under graduate  
classes

Effective tutorial instruction is provided for in three  
of the Arts subjects and all the Science subjects and the  
teaching staff has been increased in English for this purpose

## The staff consists of

Name	Degree	etc	Subjects Taught
Prabhala Chandra Basu	Ph.D.	and in M. L. C. A.	Economics
S. S. Deshpande	Vice-Pr.	Chem.	Chemistry
Haribhan Gosh	Ph.D.	English	English
Syed Saghir Ali		Persian	Persian
T. B. Shrikhande	C.	Philosophy and Logic	Philosophy and Logic
A. Padmanaya Chetry		Physics	Physics
S. Srinivas Nath Iyer		History	History
L. C. Dhariwal		Economics	Economics
A. R. Subrahmanya Iyer		Agri. Law	Agri. Law
A. S. Gue	do	Mathematics	Mathematics
I. M. Borgankar	do	English	English
S. S. Chaturvedi	do	Sanskrit	Sanskrit
W. G. Urdhwarashe	do	Marathi	Marathi
Jwalaprasad Singhal	Asst. Pro.	Economics	Economics
Kesarilal Bordia	do	English	English
T. N. Paul	do	English	English
Raj Bahadur Hazariyal Singh	Part time Prof.	Law	Law
Ferozuddin Chaudhry	do	Law	Law
P. C. Gangrade	Asst. Prof.	Mathematics	Mathematics
A. B. Misra	do	Hindi	Hindi
P. C. Joshi	do	English	English
P. S. Mather	Demonstrator	Chemistry	Chemistry
A. V. Chitale	do	Physics	Physics

Name	Designation	Qualifications etc	Subject Taught
W V Bhugwat	Lecturer	D Sc (Ald) Chem Phy M Sc 1st In Univ of India Govt Res Scholar Univ F. pre s Reader	Chemistry
G N Desai	Lecturer	M A English II II in Lit. Agr	English
S I Verma	do	M A Hist II Ald 1	History
K K Yadav	do	M A Econ II LL B I (Agr)	Economics
M S D A Lakdawalla	do	M A III (Agr) Fin	English
Y R Nigam	Demonstrator	B Sc III A I I	Physics
G S Arakshi	Lecturer	M A Hist & Econ III (Bombay)	History and Economics
K P Rastogi	Demonstrator	M Sc Chemistry II (Agr)	Chemistry
R V Kaushtal	do	M Sc Chem I (Agr)	Chemistry
M A Kature	Lab Asst		Physics
M V Tare	do		Chemistry
S B Aklekar	Gymnast Instructor	Interned etc	Gymnastics etc

#### Number of Students -

##### *Faculty of Arts Faculty of Science Faculty of Law*

M A Previous	29	M Sc Prev	6	Final LL B	3
M A Final	22	M Sc Final	1	Prev I L B	118
B A Senior	105	B Sc Senior	21		
B A Junior	83	B Sc Junior	29		

The Librarian is Mr. D. S. Desai, B. A., B. Sc., B. L., B. Ed., B. P. Ed.

The Library is checked twice every session in October and in April and in the latter month a complete stock taking is held.

The total number of volumes in the Library is 21,081 the numbers in the sections being as follows -

English	2371	Physics	473
Economics	916	Sanskrit	602
History	2112	Marathi	511



Law	95	Hindi	430
Philosophy	686	Persian	217
Chemistry	332	Miscellaneous	658
Mathematics	583	General	120

The Desai Vernacular Library has been amalgamated in the main Library of the college.

The number of books in the Poor Students Library is 400.

The college owns a nice collection of coins.

**Physics Laboratory** The Laboratory and the lecture room are housed in a separate building which consists of two storeys. The laboratory consists of two working rooms and a dark room for experiments in spectroscopy galvanometers and optical benches etc. Adjoining the lecture room is a demonstration room. The dark room can accommodate 6 students at a time and the two other working rooms can accommodate 25 students at a time.

**Chemistry Laboratory** The laboratory is housed in a two storeyed building. On the ground floor are (1) a practical room with working benches for 24 students (2) another practical room with working space for 8 students (3) a balance room for Intermediate students (4) a balance room for B.Sc. students (5) a room for combustion distillation etc. as part of advanced work and (6) a professor's room with two working benches. On the first floor are (1) a lecture room (2) another practical room (3) library room and (4) a store room.

The college has secured a petrol gas plant which will meet the increasing demand on gas which is at present being generated by two Mansfield's oil gas plants. This plant is housed in a separate shed adjoining the gas house.

The following papers have been published from the Chemistry Laboratory:

- (1) Synthesis of 2,6-Diethyl-4-pyrone and of 2,6-dimethyl-4-pyrone
- (2) Synthesis and structure of dipropionylacetone and of dimethylacetone
- (3) Reactivity of Carbolic group in pyrone and in pyridones
- (4) The concept of critical increment and Radiation hypothesis
- (5) Limit of variation of the relation between Intensity and Velocity of Photo Chemical reactions
- (6) Mechanism der Zeretzung komplexer oxalate in Licht
- (7) Essential oil from Kewda flower

The college publishes a magazine twice a year. It is managed by the students under the supervision of the Principal.

There is an Economics Seminar of study in the college and a Historical Association under the charge of Professors of Economics and History respectively.

The college Gymkhana is conducted by the students under the general supervision and control of the Principal. It spends about Rs. 10,000 a year. The departments under the Gymkhana are Reading Room, Debating Society, Poor Student's Library, Law Debating Societies, Games, Gymnasium and Indian Akhada, Magazine, Urdu Bazam, Adab, Dramatic and Musical Associations, Saturday Club, Marathi Literary Association, Hindi Sahitya Sabha, His Highness Birth-day Celebrations, Social Gathering and Radio Entertainment.

There are four blocks of hostels within the college premises directly under the supervision and control of the Superintendent. They accommodate about 85 boarders. The boarders run their own messin' club. The college charges Rs. 28.00 per month for each room and its furniture and the actual amount of the electric current consumed by the hostels. The messin' charge varies according to the expenditure and is between Rs. 10 and Rs. 12.

The Superintendent is in charge of discipline and maintenance of order in the hostels. He is helped by four prefects who are senior students appointed by him. The Superintendent personally takes the roll call every evening at 8.00 p.m., when all the boarders must be present except those on leave.

The college provides regular games in tennis, badminton, football, volleyball, hockey, cricket, carrom, ping-pong, chess and atya-patya. All undergraduate students have to play compulsorily on the college grounds one of the team games such as football, volleyball, cricket and hockey thrice a week under the supervision of a member of the staff.

Eleven play every day in the college. Two large number of prizes also take part in cut sports tournaments and teams are sent out annually in charge of a senior professor to have experience of games in other places.

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dispensary in the college which is daily attended by a paid compounder.

The general demand for hostel accommodation is moderate as 522 out of 628 students on the roll are subjects of Holkar State and the guardian of most of them are residents of Indore.

The monthly tuition fees charged in the college are Rs 7 for B A classes Rs 9 for B Sc and M A classes Rs 11 for M Sc Rs 10 for LL B Previous and Rs 12 for Final LL B class. They are realised quarterly.

The following kinds of scholarships have been granted to the students of the college during the year 1938-39 the continuance of which is subject to good conduct and progress.

#### SCHOLARSHIPS

	Rs
Educational Uplift Scholarship	1,200
1 Jaghirdari Scholarship	750
1 Women's Scholarship	400
4 Col Tara Singh Scholarship	360
5 Competitive Scholarship	650
6 Special Scholarship	420
7 Maharani Chandravati Poor and Orphan Girls Scholarship	180

Free studentship is allowed up to a maximum of 12 per cent of the number of students in the college. No free studentship and merit scholarships are available for post-graduate classes. The marks in all the subjects in any subject is in any course of study.

An essay writing competition is held annually and two prizes, one for the student of the Intermediate classes and the other for those of the B A and B Sc classes, are given to the two best candidates. A medal called the Maharaja Shrivari Rao Medal is awarded to the senior B A or B Sc student who is considered to be the best all round student in the College. A gold medal called Kedareswar Medal presented by the late Mr K B Sen Roy in memory of his son is awarded to the student who stands first from the College at the B A Examination and reads for the M A course. Two prizes known as Cholmondeley Prizes are awarded to the students who stand first in the B A and the Intermediate Examinations from the college and another prize called Cholmondeley Prize is also awarded to the best all round sportsman of the session. Six scholarships of Rs 5 each known as Col Tara Singh scholarships, are awarded to poor and deserving students of the college.

**Examination Result** The results of the examination of the year for which we sent up candidates are as follows:

Examinations	Appeared	Passed
B A	111	71
B Sc	35	35
M A Prev English	18	10
M A Prev Economics	12	8
M A Prev History	6	5



**Hostels** The Hostels remained in the charge of Prof V D Misra and Mr C S Pande. On account of heavy enrolment besides utilising all the college bungalows 2 new houses had to be hired bringing up the total number of college hostels to 9. The health of the students and discipline remained very satisfactory. All the usual hostel activities like the indoor sports tournament and the celebration of principal festivals were held with the usual zest and success.

**Scholarships and Prizes**—The Principal secured large donations for assisting poor and deserving students and the total number of students getting financial assistance from the college was 185. Government and University Merit scholarship continued to be enjoyed by the students of this college.

**Extra Academic Activities**—The college has the following Associations in active work.

The S D College Union has been organised on parliamentary lines to foster public speaking and debating power among the students. The Union is guided in its work and deliberations by a Chancellor from among the members of the Staff nominated by the Principal who was Prof D P Menotra. The Union celebrated the Janmasthami and other festivals and the Union Week with great success. In Elocution the Union representatives won the Trophy in the B N Chopra All India Debate this year besides individual prizes. Several prominent speakers spoke under the aegis of the Union and the Union Cabinet showed commendable zeal in celebrating Illiteracy Day.

i. The S D C Literary Association with its membership restricted to Intermediate students is another active debating society in the College.

ii. The Political Science Association—it had a very successful year of activity this session.

iii. The Hindi Parishad actively encourages a wider study and practice of Hindi literature.

iv. The Historical Association.

v. The S D C Law Association.

vi. The Sanskrit Association and

vii. the Kumar Sabha Sanatana Dharma.

**Library and Museum**—The Library contains about 6000 books and contributes to 27 magazines and papers. It is rapidly developing. A trained Librarian has been appointed in the library. The college continues to receive the permission of Ujla. The college continues to receive the permission of Ujla. The college continues to receive the permission of Ujla.

The college continued a Recurring Deposit Scheme in the year 1935-36. 10000 were got ready in order to meet the increasing number of the students in different classes.

**Members of the Staff**

Mr L C Tandan M A M Com	Principal & Senior Professor of Economics
Mr D P Mehrotra M A B Com	Vice Principal and Head of the Department of Com- merce
Mr K S Bhatnagar M A LI B	Professor and Head of the History Department
Mr K S Sharma M A LI B	Professor and Head of the Law Department
Mr V D Misra M A B A (Hons) LL B	Professor and Head of the English Department
Mr A N Sharma M A	Lecturer and Head of the Hindi Department
Mr C S Pande M A (Sans & Hindi) Sahityaratna	Lecturer and Head of the Sanskrit Department
Mr Kunwar Bahadur M A	Lecturer in Mathematics
Mr Mahadeo Prasad Sri vastava M A	Lecturer in English
Mr K K Sharma M A B Com	Lecturer in Commerce and Economics
Mr Mahadeo Prasad Sharma M A (Pol & Hist)	Lecturer in Politics and History
Mr Devi Prasad Srivastava M A LL B	Lecturer in English
Mr Bhagwati Prasad Gupta M A B Com	Lecturer in Commerce and Geography
Mr Babu Lal Misra B A LI B	Lecturer in Law
Mr Prin Nath Kapoor M A B Com LI B	Lecturer in Commerce
Mr H N Sabharwal M A LI B	Lecturer in History and English
Mr Ganga Ram Talwar M A B Com LL B	Lecturer in Law
Mr Shiv Sharan Sharma M A B A (Hons)	Lecturer in English and Mathematics
Mr Anir Singh Upla M A B Com	Lecturer in Commerce
Mr Satya Narayan Pandey M A	Lecturer in Hindi & Sanskrit
Mr M R Tokhi M A B Com LI B	Lecturer in Commerce
Mr Shiv Narain I Com I C C (London)	Instructor in Typewriting
Mr Har Narayan Misra M A	Lecturer in English
Mr Ka Huka Prasad Shastri	Lecturer in Bengali and Theology
Mr Ganga Sagar Verma M A B Com	Lecturer in Commerce



**Financial position**—The financial position of the College due to the generous Government grant is in a satisfactory condition. The Endowment Fund now amounts to Rs 293 300 and the Permanent Scholarships Medals and Prizes Fund to Rs 17 550. The main sources of income are

- (a) Government Grants
- (b) Endowments vested with the Treasurer, Charitable Endowments Allahabad
- (c) Contributions by Court of Wards District and Municipal Boards
- (d) Fees

**Buildings**—The college is well situated in a very pleasant and healthy locality. The main building is a handsome edifice consisting of a central Hall Staff common room and the Union office flanked on either side by class rooms. Adjacent to it there are eight separate blocks—

- 1 The Library Hall with eight spacious class rooms
- 2 Principal's office Principal's class room and the college office
- 3 The Physics Laboratory and Lecture Theatre
- 4 The Brijmohan Lal Memorial Science Block consisting of the Chemistry Laboratory, Lecture Theatre and Balance Room
- 5 The Main College Hostel with annexe (Old House)
- 6 The New College Hostel (New House)
- 7 The Nethersole Pavilion consisting of 3 rooms and a deep verandah
- 8 The Barron Hall a modern Gymkhana with a Reading Room equipped with foreign and Indian periodicals and magazines on Games and Sports

These buildings as well as the Principal's and the Vice Principal's lunelawns and the quarters of the Hostel Superintendent are contained within extensive and beautiful gardens and grounds with good playing fields and Lawn Tennis and Badminton Courts covering an area of 35 acres.

**Subjects taught** (a) *University Section*—Students are prepared for the following University Examinations—

- 1 M A in English Mathematics Economics and Hindi
- 2 M Sc in Mathematics
- 3 B A—All subjects
- 4 B A in General English and any three of the following—  
English Literature Economics History Political Science Philosophy Urdu Hindi Persian and Mathematics
- 5 B Sc in General English Physics Chemistry and Mathematics



(b) *Intermediate Section*—The College prepares candidates for the examinations of the Intermediate Board U P in the following:—

1. Intermediate Arts—English History Civics Economics Logic Mathematics Persian Sanskrit Urdu and Hindi
2. Intermediate Science—English Physics Chemistry Mathematics and Economics
3. Intermediate Commerce—English Book keeping and Accountancy Business Methods and Correspondence Elementary Economics and Commercial Geography Steno typing and Elements of Banking

*Staff*—The Staff is at present constituted as follows:—

*Principal*

A C Dutt M A (Allahabad and Lucknow),  
M R A S (England) F R S A (London)

*Principal*

D P Bhattacharyya M A (Cal) Griffith Memorial  
Prizeman 1916

*Faculty*

A C Dutt M A (Allahabad and Lucknow)  
M R A S (England) F R S A (London)  
Professor

Dr A K Das Gupta M A P T (Cal) Ph D  
(Ldin) Professor

P G Narain M A (Agra) Lecturer

G P Johari B A (Hons) (Iko) M A (Iko)  
Lecturer

K A Misra M A (Iko) Lecturer

A Shakoor M A P T (Alig) Asst Lecturer

D C Sharma M A (Iko) Asst Lecturer

*Mathematics*

D P Bhattacharyya M A (Cal), Griffiths Memorial  
Prizeman 1916 Professor

J J Varsh M Sc (M B) Research Scholar in  
Mathematics Lecturer

B K Thakur M Sc (M B) Lecturer

*History Political Science and Civics*

S B Banerjee M A (Cal) Professor

G P Mehrotra M A (Alid) Lecturer in Politics  
Vacant

*Economics*

- R K Sharma M A LL B (Alld) Professor  
 S S Saxena M A (Agra) B Com (Alld) M Com (Cal) Lecturer  
 N K Chaddha M A LL B (Alld) Lecturer  
 P R K Tandon M A (Agra) Asstt Lecturer

*Philosophy*

- H D Gupta M A LL B (Alld) Professor

*Persian and Urdu*

- Kabir Ahmad M A (Alld) Alim Examination M A (Previous) in Arabic (Alld) High Proficiency in Urdu Professor  
 Mohammad Tasnim Siddique M A (Alld) in Urdu and English LL B (Prev) Lecturer  
 Khaleeqe Ahmad M A (Nagpur) in Urdu M A (Agra) in Persian Asstt Lecturer

*Sanskrit and Hindi*

- Shri Dhar Pant M A in Sanskrit (Alld) LT (BHU) M A in Hindi (Agra) Kavyatirtha Sanitya Sastri Sankhya Yoga Shastri Professor  
 B V Sharma M A (Agra) in Sanskrit and Hindi T C Jones Memorial Gold Medalist Lecturer  
 Gunanand Jayal B Sc M A (Agra) in Hindi and Sanskrit Asstt Lecturer

*Chemistry*

- Lakshmi Narain M Sc (Alld) Professor  
 A K Bhattacharya M Sc (Alld) F I C S Research Scholar in Chemistry Lecturer  
 Karti Sahai M Sc (Alld) Demonstrator

*Physics*

- B P Saxena M Sc F I C S (Iko) Professor  
 R S Mathur M Sc (Alld) Lecturer  
 Mohammad Yachya M Sc (Iko) Demonstrator

*Commerce*

- Shankar Lal M A (Alld) B Com (Iko) Lecturer  
 K N Chatterjee B Com (Agra) Assistant Lecturer  
 A N Varma B Com (Iko) Assistant Lecturer

*Law*

- M A Hussain B A LL B (Calcutta) Barrister at Law Professor  
 M M Mathur B A LL B (Alld) Lecturer  
 P I Agarwal M A LL B (Alld) Lecturer

**Number of Students** The number of students in the Post Graduate Degree and Intermediate classes on the 31st March 1939 was as follows —

M A and M Sc (Final)	11
M A and M Sc (Prev )	13
I L B (Final)	27
I L B (Prev )	34
B A II Year	102
B A I Year	77
B Sc II Year	17
B Sc I Year	16
Inter Arts II Year	136
Inter Arts I Year	131
Inter Science II Year	45
Inter Science I Year	46
Inter Commerce II Year	34
Inter Commerce I Year	46
Total	<u>736</u>

**Library** —The college has a well equipped Library in charge of a Senior Professor, and contains more than 12 000 volumes. In 1938-1939 a sum of Rs 28,213.7 was spent on the purchase of new books and journals. The Library was re catalogued according to the modified Dewey Decimal System. There is a fair collection of books on all the important subjects of study and the journals, periodicals and transactions of various learned Societies have enriched the Library all the more.

**Laboratories** —The Physics and Chemistry Laboratories are well equipped and afford ample accommodation. The annual expenditure is over Rs 2500. In each laboratory there is sufficient bench accommodation for 32 Intermediate and 20 B Sc students to work at a time.

**Magazine** —The College Magazine is remodelled and is published thrice in each session. Its aim is to reflect the life of the college. A member of the Staff is Editor in Chief and he is assisted by an Editorial Board of teachers and a Student Editor.

**Associations** The Academic Council consists of Senior members of the Staff. It discusses topics of academic and administrative interest to the institution and acts as an Advisory Board to the Principal. The students of the college are learning valuable lessons in organization and responsibility by running Societies. The following Societies functioned satisfactorily —The English Scientific Forum, the Philosophical, Historical and the Civics Societies, the Hindi Pracharini Sabha and the Anjuman Taraqqi Urdu. Due to various external influences the college

*Union resolved for its total abolition, hence the Managing Committee held its activities in abeyance till better days*

BOYS' ASSOCIATION has a membership of over 200 Old Boys

**Hostel** The Main College Hostel consists of 68 single and 6 double rooms, a common room, and a Mohammedan dining room, and has accommodation for 80 students. A Mohammedan contractor caters for Mohammedan students at the rate of Rs 11 per mensem for each student, while Hindu students make their own messing arrangements. The Hostel providing utensils as far as possible. Every provision is made for separate messes for members of different castes the messing charges vary from Rs 9 to Rs 11. Since 1935 several Moslem Boarders have formed a mess of their own which is rather economical but not very steady in existence. Kitchen rooms are given free both to Hindu and Mohammedan messes.

The New Hostel forms a separate block by itself, consisting of 20 single rooms and a big common room.

The U.T.C. has elected a President to direct the work of the U.T.C. The U.T.C. has been the

**Games**—The college has three playing-fields for Hockey, Cricket and Foot ball, nine hard and four grass tennis courts all in the College premises. The management of games is in the hands of a senior member of the staff and considerable interest is taken in Hockey, Foot-ball, Cricket, Volley ball, Tennis and Badminton. Games are compulsory for the First and Third Year students and Hostellers. An open air Gymnasium has been constructed. The Staff Club, where members of the staff meet for

the U.T.C.

**Medical Inspection**—All the Hostellers and the mess servants are examined thrice in the year by the Medical Officer attached to the Hostel and a regular register is maintained.

**Fees**—The college and the Hostel charges are as follows —

## A—COLLEGE

Rs. a

1	Tuition — M A and M Sc LL B B A B Sc	12 0 12 0 9 0 11 0	} for ten months
	Inter Arts Science Commerce	7 0 8 0 7 0	
	For combined M A or M Sc and LL B	20 0	
2	Admission	2 0	
3	Contribution to Emergency Fund	Fee for Class	(in two instalments payable on admis- sion and in Jan.) all except P G class students
4	Contribution to Build- ing Fund by all students	2 0	(in two instalments of Rs. 1 each)
5	Stenotyping fee for Typewriting machines	1 0	for ten months
6	Games	6 0	(in two instalments payable on admis- sion and in Jan.)
7	Common Room and Magazine	2 8	(payable on admis- sion)
8	Social entertainments and Union	2 0	(payable on admis- sion)
9	Caution Money	10 0	(Science students only payable on admission)
10	Caution Money	5 0	(All but Science stu- dents payable on admission)

## B—HOSTEL

Rs. a

1	Admission	2 0	
2	Monthly rent — Single seated room Two seated room	1 0 2 8	} for ten months
3	Electric	1 12	
		1 4	(single seated room p m)
			(two-seated rooms p m)
4	Caution Money	5 0	

**Examination Results**

M A (Final) Hindi	100 00
M A (Final) Mathematics	100 00
M Sc (Final) Mathematics	100 00
LL B (Final)	68 57
B A	56 30
B Sc	57 14

**Scholarships and Stipends** - Besides nine Government stipends and scholarships and 3 University scholarships there is a permanently endowed scholarship fund for the benefit of the poor and deserving students of the college. There are 14 Endowed 19 Municipal 6 Rampore and other scholarships. Of the Endowed Scholarships two are reserved for deserving students of Sanskrit one to Hindi one to the hosteller who is highest in the Intermediate Examination one to a deserving Hindu student and the others are not restricted -

**A - ENDOWED SCHOLARSHIPS**

- (1) 1 J K Reid Scholarship
- (2) 2 Sir A Colvin Scholarships
- (3) 2 Ex students Scholarships
- (4) 1 H S Reid Scholarship
- (5) 1 C I Connel Scholarship
- (6) 2 Mrs Carmichael Scholarships
- (7) 1 Sahu Gan, a Prasad Scholarship
- (8) 1 Rani Narain Koer Scholarship
- (9) 1 B Colvin Scholarship
- (10) 1 Chand Prasad Scholarship
- (11) 1 Khandke Scholarship

**B - LOCAL SCHOLARSHIPS**

- (1) 2 Kunwar Krishna Chandra of Pilibhit Scholarship
- (2) 10 Municipal Scholarship
- (3) 6 Nawab of Rampur's Scholarships
- (4) 2 Jai Bahadur Sahu Ram Sarup Memorial Scholarships

**Medals and Prizes** Medals and prizes are annually awarded to those students who stand first in the examinations of the University the Board of the Intermediate Education or in class examination. One Medal and three prizes are awarded each year. The following Medals and 1000 prizes are awarded -

- 1 Templeton Exhibition Gold Medal for the best student in B A
- 2 The McNair Gold Medal for the best student in B Sc

- 3 The Pandit Lal Chandra Medal for Sanskrit
- 4 The Lala Nanney Mal Medal for Hindi in the B A Examination
- 5 *The Pandit Ram Narain Medal*
- 6 The Prasanna Mayee Medal for regular attendance and good conduct
- 7 The Pandit Shiva Narain Shastri Medal for Sanskrit
- 8 The S K Mitra Memorial book prize for the first student in Economics in the B A Examination
- 9 The I C Pal Memorial book prize for the best student in Physics in the B Sc Examination
- 10 The Principal's Essay book prize is open to the whole college
- 11 The Hindi book prize for the best student in Hindi at the B A Examination
- 12 The Gopal Raj Swarup book prize awarded the first year B A student
- 13 The Old Boys Gold Medal for the best Post-Graduate student

## 9-GOVERNMENT COLLEGE, AIMER

5 It was  
as affiliat-  
ees were  
building in  
Arts and  
in B. A.  
Sanskrit  
ec, while  
e subjects  
Interme-

data are —

*Arts*—English History, Economics Logic Mathematics  
Biology, Sanskrit and Persian

Science English Mathematics Physics Chemistry and  
Biology

**THE**

The college is managed entirely by the Government of Ajmer-Merwara, under the general supervision of the Government of India. The expenditure on the college during the financial year 1918-39 was Rs 28,917, the receipt from fee income etc being Rs 27,527.

The following is the existing staff in the college —

Principal and Senior Professor of English	P Seshadri, M A (Madras)
Vice-Principal and Professor of Chemistry	Rai Bahadur Hari Prasad, B A, (Punjab), B Sc (Manchester)
Professor of Economics	Rai Sahib K B Mankar, M A (Oxon)
Professor of Persian	Hamidullah Khan Yusufzai, H P, H A
Professor of English	Shiv Shankar Mathur, M A (Delhi)
Professor of History	Karam Ganj Khan M A L T (Allahabad)
Professor of Biology	Kanhaya Lal Mathur, M Sc (Allahabad)
Professor of Philosophy	Deoki Nandan Sharma, M A, LL B (Allahabad)
Professor of Sanskrit	Rameshwar G Ojha M A (Benares)
Professor of Physics	Raj Kishore M Sc (Benares), B Sc, I T (Allahabad)
Professor of Mathematics	<i>Vacant</i>
Assistant Professor of Chemistry	Sri Narain Mathur, B Sc (Allahabad)
Assistant Professor of Mathematics	P Seshadri, M A (Madras and Agra)
Assistant Professor of Zoology	Dr B L Rawat, Ph D (Cambridge)
Assistant Professor of English	Bhim Sen, M A (Delhi)
Assistant Professor of Physics	Kalpado Haldar, M Sc (Agra and Benares)
Demonstrator in Physics and Chemistry	Nithan Lal Garg, M Sc (Lucknow)
Head Clerk	Narwar Singh M Rao, M A B T (Nagpur and Calcutta)
Librarian	B G Harshe B A
2nd Clerk	<i>Vacant</i>
Non-Government Funds Clerk	Mahadeo Narain Bhatnagar

The number of students in college classes according to Faculties stood as follows on 1st April, 1939 —

IV Year Arts	.	.	11
IV Year Science	..	..	12
III Year Arts	.	.	40
III Year Science	...	...	21



*Intermediate Classes —*

II Year Arts	"	"	57
II Year Science			43
I Year Arts	"		40
I Year Science			40
Total			286

The College has a well established Library containing over 10,000 volumes and considerable additions are being made during for which we try and secure laboratories for

Since October 1958 the College is publishing a Magazine of its own. At present it is published only thrice a Session but we hope soon to make it a quarterly journal.

The College has several institutions such as the College Union, Dramatic Club, Sanskrit Literary Society, History Club and the interesting literary three Champion Tournament.

— — —

senior members of the staff who resides in the Hostel. The average cost for living in the Hostel is about Rs. 20 per student per month. The Hostel is in the medical charge of the Government Additional Civil Surgeon and Senior Assistant Surgeon and the health of the boarders is carefully watched. A record is also maintained of the periodical medical examination of students.

**Games**—Games are compulsory for all students and they play Hockey, Football, Cricket, Volleyball and Tennis. The college also maintains a Troop of Rover Scouts.

**Fees**—The tuition fees is Rs. 10 per mensem for the degree students (charged for 10 months only) excluding recreation and Peeling Room fees which are Rs. 1 and annas 4 respectively per month.

**Scholarships**—There are about 6 scholarships of the values varying from Rs. 4 to Rs. 10 per month tenable in degree classes and in addition to these free and half feeships are allowed in deserving cases according to the U.P. Educational Code. The scholarship is also paid from the Government Funds only.

The following is the existing staff in the college.—

Principal and Senior Professor of English	P Seshadri, M A (Madras)
Vice Principal and Professor of Chemistry	Rai Bahadur Hari Prasad, B A (Punjab) B Sc (Manchester)
Professor of Economics	Rai Sahib K B Mankar, M A (Oxon)
Professor of Persian	Hamidullah Khan Yusufzai, H P, H A
Professor of English	Shiv Shankar Mathur M A (Delhi)
Professor of History	Karim Gani Khan, M A, L T (Allahabad)
Professor of Biology	Kanhaiya Lal Mathur, M Sc (Allahabad)
Professor of Philosophy	Deoki Nandan Sharma M A, L B (Allahabad)
Professor of Sanskrit	Rameshwar G Ojha M A (Benares)
Professor of Physics	Raj Kishore M Sc (Benares) B Sc, L T (Allahabad)
Professor of Mathematics	<i>Vacant</i>
Assistant Professor of Chemistry	Sri Naram Mathur, B Sc (Allahabad)
Assistant Professor of Mathematics	P Seshadri, M A (Madras and Agra)
Assistant Professor of Zoology	Dr B L Rawat, Ph D, (Cambridge)
Assistant Professor of English	Bhim Sen, M A (Delhi)
Assistant Professor of Physics	Kalpado Haldar, M Sc (Agra and Benares)
Demonstrator in Physics and Chemistry	Mithan Lal Garg M Sc (Lucknow)
Head Clerk	Narwar Singh M Rao, M A B F (Nagpur and Calcutta)
Librarian	B G Harsh, B A
2nd Clerk	<i>Vacant</i>
Non Government Funds Clerk	Mahadeo Narain Bhatnagar

The number of students in college classes according to faculties stood as follows on 1st April, 1939 —

IV Year Arts	..	..	34
IV Year Science	.	..	12
III Year Arts	..	.	40
III Year Science	..	..	21

*Intermediate Classes —*

II Year Arts	57
II Year Science	43
I Year Arts	40
I Year Science	40
Total	286

The College has a well established Library containing over 10,000 volumes and considerable additions are being made during the current year. There is also a Reading Room for which we get nearly all well known periodicals on literary and scientific subjects. It also has well equipped Laboratories for Physics, Chemistry and Biology.

Since October 1928 the College is publishing a Magazine of its own. At present it is published only thrice a Session but we hope soon to make it a quarterly journal.

The College has several institutions such as the College Union, Dramatic Club, Sanskrit Literary Society, History Literary Club and the interesting literary all three Champion College Tournament.

watched. A record is also maintained of the periodical medical examination of students.

**Games**—Games are compulsory for all students and they play Hockey, Foot ball, Cricket, Volley ball and Tennis. The college also maintains a Troop of Boy Scouts.

**Fees**—The tuition fees is Rs 10 per mensem for the degree students (charged for 10 months only) excluding recreation and Reading room fees which are Rs 1 and annas 4 respectively per month.

**Scholarships**—There are about 6 scholarships of the values varying from Rs 4 to Rs 10 per month tenable in degree classes and in addition to these free and half free ships are allowed in deserving cases according to the U.P. Educational Code. The scholarships are paid from Endowment funds only.

**Endowment**—The income from endowments is Rs. 1,935 annually

**Results of the Public Examinations in 1938.**—

B A Degree	*29 successful out of	42
B Sc Degree	15	21
Intermediate Arts	36	56
Intermediate Science	28	46

\*1st place in the University Also 1st in English and 1st in Philosophy in the University

### 10 --DAYANAND ANGLO-VEDIC COLLEGE, CAWNPORE.

The college was founded in the year 1919 by the D.A.-V College Trust and Management Society U.P., in memory of the late Swami Dayanand Saraswati, Founder of the Arya Samaj movement and the great social and religious reformer of the 19th century. The college is Catholic in its character and is open to students of every race and creed.

**General**—Special features of the college are the following—

1 Religious and moral instruction in accordance with the Broad principles of Vedic Theology is given in addition to the secular education required for the various University and Intermediate Board Examinations

2 Students are brought in close personal touch with their professors who not only supervise their studies but also see that they make proper use of their opportunity to develop a good moral character

3 Simple living and high thinking is the guiding principle for all who work in the college, as professors or as students

The ultimate control of the college is vested in the D.A.-V College Trust and Management Society. The Society is assisted by a Managing Committee and a local Working Committee. The sources of income are (a) Government Grant, (b) Fees, (c) Donations and Subscriptions, (d) Interest on endowments

The college is situated in the Civil Lines, near the District Courts

The college building is now complete comprising two blocks (1) twenty lectur  
Blocks consi  
present used  
smaller room  
the college, 1  
for about 270 students

**Subjects taught** The college comprises four departments —(a) Arts (b) Science (c) Commerce and (d) Law. The Intermediate classes attached to the college are recognised as an Intermediate College by the Board of High School and Intermediate Education U. P. and prepare

M A Examination	Economics and Philosophy
LL B Examination	All subjects prescribed by the University
B A Examination	English Mathematics Sanskrit History Economics Hindi Philosophy and Politics
B Sc Examination	English Mathematics Physics and Chemistry
B Com Examination	All compulsory subjects prescribed by the University and the following elective subjects — Advanced Accountancy Advanced Banking

**Staff**—The staff in the year 1938-39 consisted of the following —

*Principal*

Diwan Chand M A (Eng. Punjab Philosophy Calcutta)

*Professors Assistant Professors and Lecturers —*

(1) Arts

*English*

Sharda Prasad Saksena M A, LL B (Lucknow)

I D Trivedi M A (Allahabad)

*Philosophy*

Diwan Chand M A (English Punjab, Philosophy Calcutta)

Krishna Kumar, M A (Punjab)

Jaideva Singh M A (Agra) I T (Allahabad)

*Commerce*

Kalka Prasad Bhatnagar M A, LL B (Allahabad)

Balukam Mishra M A LL B (Lucknow) on leave

Baljit Singh M A (Lucknow) officiating

*History and Politics*

Govind Kari Seth, M A (History Punjab)

Shanti Narayan Verma M A (Politics, Lucknow)

*Sanskrit*

Ram Behari Lal Shastri (Punjab), Veda Tirth, (Calcutta)  
M A Prev (Allahabad)

*Hindi*

Munshi Ram Sharma, Sahityalankar, M A (Sanskrit,  
Punjab, Hindi, Agra)

*Mathematics*

Ekanath Banerji M A, B Sc (Allahabad)  
Kanhaya Lal Misra M A, B Sc, (Allahabad)

*(b) SCIENCE**Physics*

Tota Ram Sharma, M Sc (Allahabad)  
Bishambhar Daya<sup>1</sup> M Sc (Physics Allahabad, Mathe-  
matics, Agra) *on leave*  
Mr Ram Dutta Tewari M Sc (Allahabad) *officialing*  
Mr Bishan Gopal Kacker, M Sc (Agra), Demonstrator

*Chemistry*

Hazari Lal Rohatgi, M Sc (Allahabad)  
D P Goswami, M Sc (Allahabad)  
Ramavatar Srivastava, M Sc (Allahabad), (Demonstra-  
tor)

*(c) COMMERCE*

Dattatraya Krishna Sukhwalkar M A (Calcutta), B A  
(Hons), LL B, B Com (Bombay)  
Kalka Prasad Bhatnagar M A LL B, (Allahabad)  
Balwant Singh, M A (Allahabad) B Com (Lucknow)  
Chandradewa Prasad Srivastava M A. (Agra), B Com  
(Agra)  
Babu Ram Misra, M A LL B (Lucknow) *on leave*  
R K. Ghosh, M A, B L (Calcutta)  
Satyadeva Chandapuri, M A (Agra) B Com (Luck-  
now) L T, (Allahabad).

*(d) LAW*

Niwaran Chandra M A, LL B (Allahabad)  
Shah Bashir Alam, B A, LL B, (Allahabad).  
Ganesh Prasad Saxena, B. A, LL B, (Agra).  
Devendra Swarup Saxena, B. A., LL B (Agra).

**Number of Students**—The number of students in the post-graduate and Degree classes at the end of the academic year 1938-39 was as follows—

Arts 184 Science 44 Commerce 91 Law 143 M A 31

**Libraries Laboratories etc**—The college Library contains more than seven thousand five hundred volumes. It is not a large collection but considering the fact that the Library has been built up only during the last twenty years, the number of books is not inconsiderable. So far as quality is concerned the collection is quite good in as much as the books are largely recent standard books. The laboratories provide ample accommodation

up to the B. Sc.

provision for re-

in English which

three times a year. The following Associations are maintained in the College

- 1 The College Union
- 2 The College Legislative Assembly
- 3 Historical Association
- 4 Economic Association
- 5 Philosophical Association
- 6 Science Association
- 7 Commerce Union
- 8 Geographical Association
- 9 Hindi Sahitya Samiti
- 10 Political Science Club

**Hostel**—The college Hostel is situated in close proximity

Warden Prof. Kalka Prasad Bhatnagar M. A.  
I.L.B.

Whole time Superintendent — Mr. Anant Ram  
Nigam M. A.

Medical Adviser Dr. S. N. Saxena and a whole  
time clinician

**Fees**—The following tuition fees are charged —

	15
M. A.	8
I.L.B. Previous	8
I.L.B. Final	10
Degree Classes	7/6

Every student pays Rs. 12 a month for head and foot  
Sports and recreation of college buildings. The Hostel fee  
is Rs. 4.12 for a single seated cubicle and Rs. 3.12 for other  
seats. This includes charges for electric light. A fee of  
4 annas per month is charged for medical attendance and  
supply of ordinary medicines stocked in the Hostel Dispensary.

**Scholarships and Stipends**—The Scholarships and stipends current during the year for Degree and Post-Graduate classes were as follows

Scholarships	No	Rs
1 Agra University Scholarship	3	90
2 Government Scholarships and Stipends	14	256
3 Government Depressed Class Stipends	5	97
4 Balrampur Estate Stipends	7	58
5 Sir Sundar Lal Stipends	2	18
6 L Khunnoolal Sitaram Stipends	2	16
7 Pt Shiva Dayal Dube Stipend	1	37 <sup>8</sup>
8 Rai Jwala Prasad Theology Stipend	1	5
9 Bawa Dayal Singh Bhatta Stipend	1	37 <sup>8</sup>
10 R B Shiva Prasad Trust Stipend	1	10
11 Mr W C D Noronha Stipend	1	5
12 B Purshottam Das Stipends	6	36
13 Sirdar Gur Bax Singh	1	6
14 Syt Ram Das Stipend	1	6
15 Kayastha Scholarship Trust Sitapur	4	60
16 East Indian Railway Scholarship	1	10
17 Poor Students Fund	2	8
18 Arya Samaj Stipend	1	6

**Examination Results**—Examination Results for 1938 are given below

Examination	Sent up	Successful	Percentage
Law Final	64	61	95
Law Previous	62	50	80.6
M A Previous	9	9	100
M A Final	6	6	100
Bachelor of Commerce	37	31	84
Bachelor of Science	30	22	73
Bachelor of Arts	112	75	67
Intermediate Arts	66	46	70
Intermediate Science	20	17	85
Intermediate in Commerce	79	51	64.6

**Physical Education and Games**—Provision is made for Football Cricket Basket Ball Badminton etc. There is also a college games committee which has the students. The officer C P Srivastava of the Committee

during the year under report



## 11 VICTORIA COLLEGE GWALIOR

This institution is supported entirely by the Gwalior Durbar and is under the control of the Inspector General of Education of the Gwalior State

The college building is a fine one situated in an open space just outside the town of Lashkar. Attached to the college are a Gymnasium, a good Library, and suitable playing fields.

The Games played are Hockey, Foot ball, Cricket, Tennis and Volley ball. Athletic sports are held each year.

The college is recognised for —

B. A. in English, Economics, History, Geography, Hindi, Marathi, Sanskrit, Persian, Politics, Philosophy and Mathematics.

B. Sc. in English, Botany, Zoology, Physics, Chemistry and Mathematics.

## Staff

*Principal*

H. M. Bull, M. A. (Cambr.) Deputed to Rural Uplift

*In charge Principal*

B. L. Gupta, M. Sc. (Allahabad)

*English*

N. B. Parulkar, M. A. (Bombay)

T. P. Bajpai, M. A. I. T. (Allahabad)

N. W. Godbole, M. A. (Allahabad)

S. K. Banerji, M. A. (Calcutta)

K. M. Laje, M. A. I. I. B. (Agra)

*History*

Maharaj Krishna, M. A. (Agra)

I. K. Warriner, M. A. (Hons. Madras), M. Sc. (London)

*Literature*

Prakash Chandra, M. A. I. I. B. (Allahabad), I. I. B. (London)

*Maths*

I. I. Narain, M. A. I. I. B. (Allahabad)

M. N. Kaul, M. A. I. I. B. (Calcutta)

*Geography*

M. A. Qureshi, M. Sc. (Allahabad)

*H i s*

C P Tandon M A LL B (Allahabad)

*M a t h*

P W Rapat M A B T (Bombay)

*N e t*

A H Shastri Dravid M A (Allahabad)

*P e r*

Sharif Ali M A M O L (Punjab)

*P h y*

Balkrishna Pakar M A (Allahabad)

*M a t h m a t i c s*

S K Abhyankar M Sc L T (Nagpur)

C R Inamdar M Sc LL B (Bombay)

*P h i l*

V B Saxena M Sc (Allahabad) on leave

K L Saxena M Sc (Allahabad)

S S Saxena M Sc (Agra)

S C Shrivastava M Sc (Agra)

*C h e m i s t r y*

S N Dutta M Sc (Calcutta) on leave

Ram Prasad M Sc (Allahabad)

C N Manke B A (Allahabad)

C P Pendse M Sc (Allahabad)

C N Haksar M Sc (Agra)

*P h y s i c*

H I Gupta M Sc (Allahabad)

G R Jain M Sc (Allahabad)

S S Joshi M Sc (Agra)

S G Gokhlay B Sc (Allahabad)

*C o m m u n i c a t i o n T e a c h e r*

Sardara Singh

The Students in the Different Classes number —

B A Junior	50
B A Senior	31
B Sc Junior	23
B Sc Senior	29

Total — 133

At a little distance from the college there is a Boarding House under the supervision of a Resident Superintendent who is a member of the staff. The Boarding House can accommodate 30 students.

#### The Scale of Tuition Fee is:—

- Rs. 10 per mensem for outsiders
- Rs. 5 per mensem for *bona fide* residents of the State
- Rs. 2.8 per mensem for Science fee
- Rs. 1.2 per mensem for Sports fee etc.

#### Scholarships —

- Durbar Scholarships Rs. 150 per mensem
- Special and other Durbar Scholarships worth Rs. 174 per mensem
- Total Scholarship amounts to Rs. 324

Besides the above, the Vidyaratih Sahayak Sabha, Victoria College, Gwalior, provided Scholarships worth Rs. 90 per mensem for poor but deserving students. In addition to this the Sabha helped poor and deserving students by way of giving books.

#### Medals —

- Gokhlay's George Hwaji Rao Scindia Coronation Medal is awarded annually to the most successful B. Sc. candidate
- J. W. D. Johnstone Medal is awarded to the most successful B. A. candidate

There is seldom room for the admission of students from outside the State but no *bona fide* resident of the State is refused admission.

On admission to the college every student undertakes that while a member of the College he will take no active part in politics.

### 12—ST ANDREW'S COLLEGE, GORAKHPUR

**Management of the College**—The College has continued under the management of the Governing Body under the Government of India and in affiliation with the University of Allahabad. During the year 1934-35 the College was managed by the same body.

**Staff**—The Staff remained substantially unchanged during the year.

*Hu dā*

G P Tandon M A LL B (Allahabad)

*Murālī*

P W Bapat M A B T (Bombay)

*Skrit*

V H Shastri Dravid M A (Allahabad)

*Latin*

Sharif Ah M A M O L (Punjab)

*Philosophy*

Balkrishna Fakkar M A (Allahabad)

*Mathematics*

S K Abhyaskar M Sc L T (Nagpur)

C K Inamdar M Sc LL B (Bombay)

*Biology*

V B Saxena M Sc (Allahabad) on leave

K L Saxena M Sc (Allahabad)

S S Saxena M Sc (Agra)

S C Shrivastava M Sc (Agra)

*Chemistry*

S N Dutta M Sc (Calcutta) on leave

Ram Prasad M Sc (Allahabad)

C N Munke B A (Allahabad)

C P Pandey M Sc (Allahabad)

C N Haksar M Sc (Agra)

*Physics*

B L Gupta M Sc (Allahabad)

C R Jain M Sc (Allahabad)

S S Joshi M Sc (Agra)

S G Gokhale B Sc (Allahabad)

*Co-educational Teacher*

Sardar Singh

*The Students in the Different Classes number —*

B A Junior	50
B A Senior	51
B Sc Junior	53
B Sc Senior	28

Total — 182

At a little distance from the college there is a Boarding House under the supervision of a Resident Superintendent who is a member of the staff. The Boarding House can accommodate 30 students.

#### The Scale of Tuition Fee is —

Rs. 10 per mensem for outsider

Rs. 5 per mensem for *Indigenes* residents of the State

Rs. 4 per mensem for Science fee

Rs. 12 per mensem for Sport fee etc.

#### Scholarships —

Durbar Scholarships Rs. 150 per mensem

Special and other Durbar Scholarships worth Rs. 174 per mensem

Total Scholarship amounts to Rs. 324

Besides the above the Vidyarathi Sahayak Sabha Victoria College Gwalior provided Scholarships worth Rs. 90 per mensem for poor but deserving students. In addition to this the Sabha helped poor and deserving students by way of giving loans.

#### Medals —

Gokhlay's George Iwaji Rao Scindia Coronation Medal is awarded annually to the most successful B.Sc. candidate.

J. W. D. Johnstone Medal is awarded to the most successful B.A. candidate.

There is seldom room for the admission of students from outside the State but *no loca fide* resident of the State is refused admission.

On admission to the college every student undertakes that while a member of the College he will take no active part in politics.

### 12—ST ANDREW'S COLLEGE GORAKHPUR

**Management of the College**—The College has continued under the management of the Governing Body under the Chairmanship of the Bishop of Lucknow and in affiliation with the National Missionary Society of India. During the year under review two meetings were held.

**Staff**—The Staff remained substantially unchanged during the year.

**Students**

- (a) The admissions of students in the First Year in July 1938 had not been as satisfactory as in 1937. The total number of students this year was as follows —

	1938	1937
I Year	81	119
II Year	118	89
III Year	44	37
IV Year	40	52
Total	283	297

During the year 1938-39 38 students withdrew from the college

- (b) The External Examination results for 1937-38 were as follows —

	Appeared	Passed	Divisions			Percentage
			I	II	III	
Inter Arts	54	30	6	24		55.5
Inter Science	25	14	1	5	8	56.0
B A	52	32	9	23		62.0

The student who obtained First Division in Inter Science was also awarded distinction in Chemistry

- (c) In addition to evening lectures and the Extension Lectures organised by the Agra University this year weekly General Knowledge lectures were instituted and examination for the whole college was held

- (d) Guardian Tutor system was introduced

**Library**—The Library now contains 7729 books of which 106 were added in 1938-39. 4262 books were issued during the session. New section in Civics was added this session

**Curriculum** Classes in Civics were opened for the I Year

**Other College Activities**—The usual activities of various college Societies were maintained. The Social Service League conducted night schools and opened classes in carding and spinning. A very successful Mushaira was held under the auspices of the Basm-i-Adab. The Union Society arranged for several evening lectures and debates. Standards of games were well maintained and a fair number of students participated in all games.

**Hostel** The hostel has been well filled and a good spirit of comradeship has prevailed under the able leadership of the Warden Mr H. B. Mundle.

**Finances**—The financial position of the college is still far from being satisfactory.

## 13—CHRIST CHURCH COLLEGE CAWNPORE

**History**—This college was founded in 1892 by the late Bishop G. H. Westcott M. A., D. D. who became its first Principal. College classes were at the outset held in the High School building. In 1896 the college was affiliated to the University of Allahabad up to the B. A. standard and a separate building which became the nucleus of the present college building was erected a year later. M. A. classes were opened in 1899. The college also maintained law classes for some years. In pursuance of the educational policy embodied in the Intermediate Education Act of 1921 the college became an Intermediate re-establishment in 1922. Its status began to be mooted as a combined Degree and Intermediate College. Permission to reopen B. A. classes was obtained from the Allahabad University and in July 1926 a First Year B. A. class was formed.

Additions have been made from time to time to the main building. In 1908 a Science Lecture Room and Physical and Chemical Laboratories were built. In 1911 the Reading Room was enlarged and converted into a library. The college Hall was enlarged and refurnished in 1916. Retiring Room for women students was provided in 1931 and a Common Room for men students was built in 1934.

**Management etc**—The college is under the general control of the Lucknow Diocesan Board of Missions and a Governing Body of which the Right Reverend the Lord Bishop of Lucknow is *ex-officio* Chairman. The expenses of the college are met from fees, Government grant and contributions made by the Society for the Propagation of the Gospel. The total recurring expenditure estimated for 1939-40 is Rs 90,815.

**Instruction**—The college is recognised for the Inter-

Urdu and Persian. Care is taken not to let the classes grow too big; for a special point is made in this college of allowing individual attention and great importance is attached to written work. Upon entering college every student is assigned to the special care of a member of the staff who acts as his tutor and guide. Every class up to the B. A. standard is given the benefit of reading at least some English with an English member of the staff.

## Teaching Staff

1. Mr S. C. Chatterji M. A. Principal and Professor of (Punjab) Philosophy
2. Mr S. D. Seth M. Sc. Vice-Principal and Professor of Allahabad of Mathematics

	Mr R G Slater B A (Hons) (Cantab)	Professor of English (on furlough)
4	Mr P S Wright B A (Hons) (Oxon)	Professor of History
5	Mr M N Sen M A (Calcutta)	Professor of English
6	Mr Tara Chand M A (Allahabad)	Professor of Economics
7	Mr C Ackroyd M A (Oxon)	Professor of Political Science
8	Mr W Ad seshiah M A (Madras)	Lecturer in Philosophy
9	Mr Lakshmi Kant Tri patri M A (Allahabad)	Lecturer in Indian History
10	D Donahue B A (Hons) (Cantab) Edu cation Diploma (Cantab)	Professor of English and Educational Psychology
11	Khawaja Abdul Wajid M A (Aligarh) Final Examination of Nadwa)	Lecturer in Persian
12	Pandit Bhu Deva M A (Agra) Shastri (Pun jab)	Lecturer in Hindi
13	Mr S Nawab Hu ain M A (Allahabad)	Lecturer in Urdu and Econo mics
14	Mr A K Chowdhury M Sc (Allahabad)	Lecturer in Chemistry
15	Mr I N Budhwar M Sc	Lecturer in Physics
16	Mr K S Varma M Sc (Allahabad)	Lecturer in Mathematics (on leave)
17	Mr J I Sharma M A (Allahabad)	Lecturer in Mathematics
18	Mrs Zohra Habi Bakshi M A (Lucknow)	Lecturer in English and History
19	Mr Dev kuy M A J Com (Calcutta)	Lecturer in Political Science and Economics
20	Mr O J Aram M A (Lucknow)	Tutor in English and Inspector in Physical Training

**Enrolment**—There were 242 students on the roll on 31st March 1939 including 15 women students. The enrolment in Degree classes was 96 distributed as follows—

B A I Year	48
B A II Year	39
M A and M Sc Previous	5
M A and M Sc Final	4



**Fees**—Fees are charged for twelve months in the year at the following rates

	Rs	a	
Tuition Fee B A classes	8	0	} per month.
Do M A and M Sc	10	0	
Games Fees	0	12	
Library and Institute Fee	0	12	
Electricity Fee	0	2	
Stationery Fee	0	2	

An Entrance Fee of Rs 2, is charged from fresh entrants to the college. Every student, unless specially exempted by the Principal is required to contribute Re 1 per month to the General Purposes Fund

**Library**—The college has a good library consisting of about 7336 volumes and there is also a regular supply of select newspapers and journals. The library is in charge of a member of the staff, who is assisted by a whole time librarian. Books have been catalogued and indexed on the Dewey system

attendance

**Rowing** Physical training is given under the direction of a competent member of the staff, and a gymnasium has been provided

**Literary and Social Activities**—The college Institute organises the social side of college life. All present members of the college and such old students as like to join are members of the Institute. An Annual Dinner and occasional social gatherings are arranged by the Institute

Debates are held under the auspices of the College Debating Society which provides students with a training ground in the art of Public Speaking

The Historical and Economic Society encourages the study of sociological subjects, while the study and development of the vernaculars is promoted by the Bazm-i-Urdu and the Hindi Sahitya Parishad. There is also a Mathematica Society

**Dormitory and Scholarship**—Dormitories for general good work

There are endowments

Championship Cup Six

out Rs 50 per month are

awarded to poor and meritorious students at the discretion of the Principal

**Examination Results** — Forty four candidates appeared at the B A Examination of 1938. Of these twenty six passed thirteen being placed in the Second Division.

In the M A and M Sc Previous Examination in Mathematics seven appeared and three passed. In the Final Examination of the same subject four appeared and three passed.

#### 14 — JASWANT COLLEGE JODHPUR

**History** The institution was founded in 1893 as an Intermediate College for teaching Arts and Science. B A classes were opened in 1898. Intermediate classes in Commerce were started in 1929.

The college is financed and managed by the Jodhpur Darbar.

The buildings consist of five blocks situated in a healthy locality with spacious playgrounds within the compound wall.

**Subjects and Examinations** The college is recognised by the Board of High School and Intermediate Education for Rajputana Ajmer Merwara Central India States and Qualifier for Intermediate Examination in Arts Science and Commerce and by the Agra University for B A Examination in Arts.

**Subjects taught are —**

*Intermediate Arts* — English Mathematics Logic, Economics Sanskrit Hindi and History.

*Intermediate Science* — English Physics Chemistry Mathematics and Biology.

*Intermediate Commerce* — English Geography Business Methods Book keeping and Accountancy, Shorthand and Typewriting Economics and Banking.

*B A* — English Philosophy, Economics Mathematics Sanskrit History and Hindi.

**Staff and subjects they teach —**

*Principal*

P. P. Shahani M A (Bom.) Philosophy Reader in Philosophy.

*Sanskrit*

R. V. Kumbhare M A (Agra) Sanskrit B T (Benares), T D (London) Lecturer in Sanskrit.

*Economics*

W. V. Wadhvani M A (History and Economics Bom.) Reader.

Nemi Chand Gupta B Com (Alld.), M A (Agra). Lecturer.

*English*

- Dina Nath Bhargava M A (English Alld ), L T (Alld ) Reader  
 R K Tripathi M A (English, Alld ) Reader  
 Amrit Lal M A (Alld ) English Lecturer  
 Shanti Sarup M A (Eng Agra) Lecturer  
 Uma Shanker Gaur M A (Eng Agra), Lecturer

*Mathematics*

- H D Seth, M A (Mathematics, Alld ), Reader  
 Balak Ram, M A (Maths Agra) Teacher

*Chemistry*

- S D Arora M Sc (Chemistry Alld ), L T (Alld ), Reader

*Biology*

- S B Srivastava, M Sc (Biology Luck ), Reader

*Physics*

- P L Nag, M Sc (Physics, Alld ), L T (Alld ), Reader

*History*

- Hem Raj, M A (History, Alld ), Reader

*Hindi*

- Som Nath Gupta, M A (Hindi, Alld ), Reader

*Logic and Philosophy*

- T G Deokule, M A (Philosophy, Bom ), Lecturer

*Hindi and History*

- Dev Raj Upadhyaya M A (Hindi and History, Patna), Teacher

*Commerce*

- Shiv Dutt Pande, B Com , M A (Economics, Agra), Reader  
 Sardar Singh, B Com , M A (Economics, Agra), Lecturer  
 Khem Chand Mehta, B Com (Agra), Teacher  
 F. C Gupta, B Com , M A (Economics, Alld ), Teacher

*Demonstrator in Physics*

- B S Negi, M. Sc (Physics, Luck )

*Librarian*

- S M Sahai, M Sc (Physics, Benares )

*Physical Instructor.*

- A. K Mitra, B A., Diploma of Physical Education, Y. M C. A Institute, Madras

**Library**—There are 8817 volumes in the library. About Rs 2000 are spent annually on purchase of books. A card index catalogue is kept up to date. Besides there is a printed catalogue supplements to which are printed at the end of every year. There is a full time librarian in-charge.

A Reading Room is attached to the library. Magazine on a variety of subjects and daily papers are supplied.

Besides the General Library there are class libraries in which books are graded according to the calibre of the students by Readers who suggest to students reading of particular books and check in the tutorial periods whether the students have done the prescribed reading.

**Tutorial Instruction**—In addition to the usual lectures tutorial direction and instruction is imparted to in

in his subject

Students are required to attend the days games are for Foot ball, Volley Ball, Basket Ball and Badminton.

There is an up to date Gymnasium where gymnastics and callisthenics exercises are given under the supervision of a qualified Physical Instructor.

There is a Table Tennis Club, a Chess Club, a Lawn Tennis Club, a Golf Club, a Badminton Club, a Football Club, a Hockey Club, a Basketball Club, a Table Tennis Club, a Chess Club, a Lawn Tennis Club, a Golf Club, a Badminton Club, a Football Club, a Hockey Club, a Basketball Club.

There is a Music Club to give training in vocal and instrumental music to Amateurs.

A College Choir is also maintained.

publish

The College Magazine is published twice every year.

**Hostel**—There are two hostels attached to the college. The number of students in residence is 47.

**Scholarships and Medals**—15 scholarships are awarded annually to the poor and deserving students in the B.A. classes. The value of scholarships vary from Rs 50 to Rs 180 per annum.

A Golf Medal is awarded to the student who stands first in the B.A. Examination.

**Number of Students**—The number of students on roll is

Junior B.A.	40
Senior B.A.	50

## 15—AGRICULTURAL COLLEGE, CAWNPORE

**History**—The College had a small beginning and grew out of the first agricultural experimental farm in India. It started as a small school in 1893 with a handful of students intended mainly for the training of Junior revenue officers. In 1906 this school was raised to the status of a College and the original course of 2 years was elaborated into one of 3 years and a diploma in agriculture was instituted. Seven years later a Qanongo school was opened at Hardoi and with it the course of study of this College was reorganised and divided

Gorakhpur

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ge has consisted of  
ssor or an assistant

professor, namely—

- (i) The section of agriculture dealing with all branches of Agriculture including Agricultural Engineering, Dairying and Animal Husbandry
- (ii) The section of General Science dealing with Chemistry, Physics and Mathematics
- (iii) The section of Agricultural Botany dealing with Botany, Plant Pathology and Horticulture
- (iv) The section of Agricultural Zoology dealing with Zoology, Entomology, Parasitology and Veterinary Science

The College now offers the following optional groups of subjects for the B Sc (Ag) Degree

- (1) Botany with Horticulture
- (2) Botany with Plant Pathology
- (3) Zoology with Entomology and Parasitology

On account of the rapid development of agriculture taking place in the country, the demand for higher education in scientific agriculture has increased very considerably. To have recently sanctioned fully expanded it will accommodate and 300

**Aim**—The courses are of very practical nature and are mainly designed to assist members of the agricultural commu-

ity who will return to manage their own land. To the larger land holders who are not directly dependent on their own exertions, the degree course offers in addition a sound education stimulating an interest in their own properties and their improvement.

**Management**—The College is a Government institution financed entirely by the U. P. Government through the Department of Agriculture. Its administration is vested in a senior officer of this Department who acts as its part time Principal. It has a Governing Body appointed by the Government for terms of three years, consisting of official and non official members which deals with matters relating to admissions, award of stipends, freeships and scholarships and such other matters. In academic matters the Principal is advised by an Advisory Council consisting of the research officers nominated by the Director of Agriculture and the heads of the teaching sections of the College.

**College Estate**—The College stands on its own ground covering an area of about one square mile. It includes an extensive agricultural instructional farm, a dairy farm and a horticultural garden. The buildings include well equipped science laboratories, lecture theatres, a large double storied library, hostels with an accommodation for 160 students, a few residential quarters for the staff, a small dispensary in charge of a qualified medical officer and the necessary dairy and farm buildings. The College estate is situated outside the municipal limit 4 miles from the Cawnpore Central station.

**Library**—The valuable reference library of the Department of Agriculture is managed by the Principal as its officer in charge. It contains approximately 35,000 volumes including a large number of journals, periodicals and books on agriculture and other science subjects. An annual grant of Rs. 5,000 is provided for purchase of books. The staff consists of a qualified librarian, an assistant librarian and a clerk. Two temporary typists have recently been engaged for preparing a comprehensive card catalogue. The library serves the students of the College, all the employees of the Department of Agriculture throughout the province, the universities and the members of the public.

**Examination Results**—17 candidates appeared at the B. Sc. (Ag.) Examination in 1938 of whom 10 passed, 4 in the first division, 3 in the second and two only in the third division.

**Enrolment**—There is no post graduate course at this College. The number of students in the degree classes in 1939 was—

B. Sc. (Ag.) Previous	4
B. Sc. (Ag.) Final	4

**Residence**—The College is a residential institution and the students are required to reside in the hostels within the College estate. Under exceptional circumstances a student may be permitted to live with his parent or guardian, provided

the latter resides within easy reach of the College or with a member of the staff

**Hostels and their Management** —Seven separate blocks

to accommodate 80 students with a large common room a superintendent's quarter and other accessory buildings are under construction. The hostel fees are as follows —

*Special Accommodation*

Double seated self contained suites Rs 5 p m  
per student

*Ordinary Accommodation*

Rs 45

Single seated room 3 8 p m per student

Double , 3 0 p m per student

Three , 1 12 p m per student

The management of the hostels is in charge of a few selected members of the teaching staff as Superintendents who live on the premises. One of them also looks after the students' messes. A senior Professor appointed by the Director of Agriculture acts as the Warden for general supervision of the hostels and for guiding the students in their affairs. He is nominated as the President of the Students' Union.

**Students' Associations** —There is a Students' Union providing facilities to the students for training in management of their own affairs. It consists of the important sections of game, social activities, library, science society and the like. The games section is in charge of a senior member of the staff as the games superintendent.

**Fees** —The students are required to pay the following fees —

	Rs	As
Entrance fee	15	0
Monthly tuition fee	5	0
Medical fee	0	4
Students' Union entrance fee	7	8
Students' Union monthly fee	2	0
Caution money	25	0

Monthly fees are charged for 10 months only. Caution money less deductions if any is returned when the student leaves the College finally.

**Cost of Living**—For a student of average means the cost of living exclusive of fees and occasional travelling expenses approximately Rs 25 p m consisting of—

	Rs
Hostel and Mess charges	15
Sundries	10

**Scholarships, Stipends and Freeships**—Merit Scholarships are awarded to the first four students in each class on

tuition fees

**Prizes and Endowed Medals**—The following medals are endowed and awarded every year—

- (1) *Harcourt Butler Medal* for all-round best student (founded by late Mr W C de Noronha of Cawnpore)
- (2) *Sukhhir Sinha Medal* for the greatest proficiency in theory and practice of Agriculture as judged by the results of 3rd year and 4th year combined (endowed by late Lala Sukhhir Sinha of Muzaffarnagar)
- (3) *Subbhan Memorial Medal* for the student who scores first in the examination in the subject of Agriculture (endowed by late Subbhan Singh of Government, U P, Cawnpore)
- (4) *Chandrapal Memorial Medal* for the student of the highest mark in the examination in the subject of Agriculture (endowed by late Chandrapal, a student of this College)
- (5) *Irram Gold Medal* for best record in Practical Agriculture throughout the course, (endowed by late Mr W C de Noronha of Cawnpore)

Prizes are awarded annually to the students who stand first in each subject in the College examinations. A large number of prizes for sports and social activities are also awarded from the Students' Union funds.

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College trains  
Examination as  
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**Employment of Graduates**—The following is the position of employed graduates of this College in 1937 and 1938

	1937	1938
(i) Number of students passed	39	30
(ii) Number of students in Government employ	17	17
(iii) Number of students employed in Indian States and other private services	5	1
(iv) Number of students in post graduate training	11	5
(v) Number of students unemployed	3	1
(vi) Number of students carrying on their own farming	2	-
(vii) Details not known	1	4

### Staff

*Principal* P. K. Das B.Sc. (Cal) and Edin), M.Sc. (Lond) I.A.S.

*Warden* U. S. Sharga M.Sc. (Alld) Ph.D. (Edin) F.F.S.

### Section of Agriculture

P. I. Garg L. Ag (Cawnpore) Post Graduate (Pusa)	Professor of Agriculture
K. D. Bhargava, L. Ag (Cawnpore), B.Sc. (Lond), Dip Agri (Wje)	Assistant Professor of Agriculture
R. C. Agarwal	Lecturer in Engineering and Mathematics
Khalid Ahmad B.A. (Alld), LL.B.	Lecturer in English
Mun Singh, L. Ag (Cawnpore) Post Graduate (Pusa)	Lecturer in Dairying
B. S. Nigam M.A. B.Sc. (Alld) L. Ag (Cawnpore)	Lecturer in Agriculture
Mun Dutt Misra, P.Sc. Ag	Demonstrator in Agriculture
Amar Singh B.Sc. (Alld)	Demonstrator in Agriculture
Hukim Singh B.Sc. (Alld)	Demonstrator in Agriculture

### Section of Agricultural Botany and Plant Pathology

P. K. Mehta M.Sc. (Alld) Assoc. I.A.R.S.	Assistant Professor of Botany
A. Sane, B. Ag (Bombay)	Lecturer in Horticulture
D. V. Singh, L. Ag (Cawnpore)	Lecturer in Botany
D. N. Garg B.Sc. (Ag), M.Sc. (Benares)	Demonstrator in Botany

Kam Das Sinha B.Sc. (Alld)	Demonstrator in Botany
S. Chatterji Zool. and Entomology and Parasitology	
L. S. Sharma M.Sc. (Alld)	Assistant Professor of
Ph.D. (Edin) B.F.Sc. Zool. and Entomology	
(London)	
D. S. Chatterji M.Sc. (Luck)	Lecturer in Zoology
S. P. Dinda B.Sc. (Alld)	Demonstrator in Zoology
J. P. Dinda B.Sc. (Alld)	Demonstrator in Zoology
M. A. Kazi (Graduate Veterinary College Benaul)	Part time Lecturer in Veterinary Science

#### Students of General Science

G. R. Sakaria B.A. (Alld)	Assistant Professor of Chemistry
S. N. Chatterji M.Sc. (Alld)	Lecturer in Physics
S. P. Sinha M.A. B.Sc.	Lecturer in Physics and Statistics
T. R. Goel B.Sc. (Alld) I. Ag. (Cawnpore)	Lecturer in Chemistry
B. K. Kimothi M.Sc. (Luck)	Demonstrator in Physics
Indra Narain Sharma M.Sc. (Luck)	Demonstrator in Chemistry

Besides the above the following Research Officers of the Department of Agriculture help in teaching degree classes (vide G. O. No 418 A dated July 23 1932)

T. S. Sabnis B.A., D.Sc. (Bombay) I.A.S.	Agricultural Botany
Economic Botanist	
(Oil seeds) to Government U.P.	
B. K. Mukerji M.Sc. Ph.D. D.Sc. Agricultural Chemistry	
Chemist to Government U.P.	

#### 11 DUNGAR COLLEGE, MIRANPUR

**Numbers.** The number of students in the college at the end of October 1938 was as follows:

Intermediate		
First Year class	—	17
Second Year class		15
B. A.		
Third Year class		16
Fourth Year class		27
Total		75

**Employment of Graduates**—The following is the position of the graduates of this College in 1937 and 1938.

	1937, 1938
(1) Number of students passed	— 39 37
(2) Number of students in Government employ	— 17 17
(3) Number of students employed in Indian States and other private services	— 5 3
(4) Number of students in agriculture training	— 11 5
(5) Number of students employed in	— 3 1
(6) Number of students carrying on their own farming	— 2 2
(7) Details not known	— 1 4

#### Staff

*Principal*—P. K. Dev, B.Sc. (Cal. and Edn.), M.Sc. (Edn.), I.A.S.

*Head of U.S. Sharma* M.Sc. (Ald.), Ph.D. (Edn.), F.F.S.

#### Section of Agriculture

P. L. Datta, I. Ag. (Cambridge)	Professor of Agriculture
Ist Graduate (Pusa)	
K. D. Bhargava, I. Ag. (Cambridge)	Assistant Professor of Agriculture
B.Sc. (Lond.) D.S. Agr. (Wye)	
R. C. Agarwal	Lecturer in Engineering and Mathematics
Shahid Ahmad, B.A. (A.P.)	Lecturer in English
I.I.T.	
Varad Singh, I. Ag. (Cambridge)	Lecturer in Dairying
Ist Graduate (Pusa)	
P. S. Nigam, M.A. B.Sc. (A.)	Lecturer in Agriculture
L.A. (Cambridge)	
Mata Din Misra, P.S. (A.)	Demonstrator in Agriculture
Arar Singh, P.S. (A.)	Demonstrator in Agriculture
Hukam Singh, B.Sc. (Ag.)	Demonstrator in Agriculture

#### Section of Agricultural Biology and Plant Pathology

P. B. Mehta, M.Sc. (A.P.)	Associate Professor of
Ag. (A.P.)	Plant Pathology
A. Sanyal, P. Ag. (Pusa)	Lecturer in Horticulture
D. N. Sen, I. Ag. (Cambridge)	Lecturer in Botany
D. N. Garg, B.Sc. (Ag.), M.Sc. (Agr.)	Demonstrator in Botany
(Larates)	

Kum Das Sinha B Sc (Alld)	Demonstrator in Botany
Section of Zoology with Entomology and Herpetology	
L S Sarker M Sc (Alld)	Assistant Professor of
Ib D (Edn) I F S	Zoology and Entomology
(Iond)	
D S Choudhury M Sc (Irk)	Lecturer in Zoology
S P Dindyal B Sc (Alld)	Demonstrator in Zoology
I P Panley D Sc (Alld)	Demonstrator in Zoology
M A Razzique (Graduate Vc	Part time Lecturer in Vc
terinary College Benaul)	terinary Science

## Section of General Science

G K Sarkar P A (Alld)	Assistant Professor of
	Chemistry
S N Chatterji M Sc (Alld)	Lecturer in Physics
S P Sinha M A B Sc	Lecturer in Physics and
	Statistic
T R Goel B Sc (Alld) L Ag	Lecturer in Chemistry
(Cawnpore)	
B K Kimothi M Sc (Luck)	Demonstrator in Physics
Indra Naran Sharma M Sc	Demonstrator in Chemistry
(Luck)	

Besides the above the following Research Officers of the Department of Agriculture help in teaching degree classes (vide G O No 418 A dated July 23 1942)

T S Sabnis B A D Sc	Agricultural Botany
(Bombay) I A S	
Economic Botanist	
(Oil seeds) to Govern	
ment U P	
B K Mukerji M Sc Ph D	Agricultural Chemistry
D Sc Agricultural	
Chemist to Govern	
ment U P	

## 16 DUNGAR COLLEGE BIKANER

**Numbers.** The number of students in the college at the end of October 48 was as follows—

Intermediate		
First Year class	—	37
Second Year class		35
B A		
Third Year class		36
Fourth Year class		7
Total		115

**Staff and Instruction**—During the year under review Mr R A Misra M A Senior Professor of English resigned and Mr T C Mathew B A. (Oxon) was appointed Senior Professor of English. The following is the list of the members of the Staff

Mr M N Tolam M A	Principal
(Bom and Cantab)	
Mr T C Mathew B A	Senior Professor of English
Hons (Madras and Oxon)	
Dr H L Pasricha M A	Prof of Economics
(Calif) Ph D (Lond)	
Dr A L Srivastava M A	Prof of History
Ph D (Luck)	
Mr N D Swami M A	Prof of Hindi
Sansk & Hindi (B H U)	
Visarada (H S S) Vidya Mahodadhi	
Pr V D Shastri (Punj)	Prof of Sanskrit
M A (Agra) Sahitya Siromani Darśanalankara Vidvaratna	
Mr S S Shukla M A	Assistant Professor of Economics
(Luck) L T (Alld)	
Mr M R V Krishna Rao M A	Asstt Prof of English
(Madras and Agra)	
Mr S P Kaushik M Sc	Asstt Prof of Mathematics
(Alld) M A (Agra)	
Mr R R Agarwala M A	Asstt Prof of Philosophy and Logic
(Alld)	
Mr A N Gupta M A (Agra)	Asstt Prof of English
Mr R K Dixit M A LI B	Asstt Prof of History
(Luck)	
Pr P N Shastri (Punj)	Asstt Prof of Sanskrit
Hindi Prabhakar (Punj)	
M A (Agra)	
Mr K L Vaid M A (Agra)	Asstt Prof of Hindi

**Examination Results**—The results at both the Intermediate and B A examinations 1938 have been exceptionally good and our results at both examinations were first among all the Universities Board colleges as well as Agra University Colleges.

	Sent	Passed	Percentage
Intermediate	38	34	89.5
B A	23	18	78.3

**Tutorial Classes**—The exceptionally good results of this year and the comparatively satisfactory results of previous years justify the introduction of compulsory tutorial classes. And in order to give a greater prominence to this

rial work two tutorial periods have been introduced in the daily time table instead of one as before so that with increasing numbers there may be no difficulty in giving every student his due share of tutorial advantage

**Athletic Activities**—Regular drill and other games are compulsory and every boy is expected to take part in drill and in one other game

**Medical Inspection**—The health of the students continued to be good as was evident from the Annual Medical Inspection

**General Knowledge Lectures** General Knowledge lectures have been introduced for the first time in July 1938 and attendance at the same has been made compulsory. These lectures are held once a week by members of the Staff by turns and each speaks on some interesting problem of his department in a popular form. It is proposed to hold an examination at the end of the year and prizes will be given to the first two students.

**Literary and Social Activities**—Useful Hindi and

where all should meet and exchange views freely

To stimulate interest in students a number of societies like the Literary Society, Sanskrit Society, Hindi Society etc have been started and students are encouraged to write papers and read them out at these meetings

**Library and Reading Room**—The Library now continues to be open during the year on a full-time basis. The Library and Reading Room has been made a centre of interest for the students. The Library and Reading Room is maintained by the students' funds.

Both these have proved a success, the first saves the poor students from buying their text books and second caters to students' thirst for general knowledge.

**Hostel**—The Hostel of the college continues to be under the wardenship of Dr A. I. Srivastava. There has been a great rush for hostel accommodation, but in spite of every effort at economising space a number of students were refused admission.

### 17—MAYO COLLEGE AJMER

**History**—The Mayo College was founded as a School in 1875 by His Excellency the Earl of Mayo, Viceroy of India, for the education of Princes and nobles and their sons. The Post-Diploma (College) Section of the Mayo College was started in 1926 with a three year course in English, History and Administration.

It was affiliated to Agra University and its Intermediate classes have been recognised by the Board of High School and Intermediate Education, Rajputana, Central India and Gwalior in the year 1936.

**Site and Buildings**—Two large and well appointed buildings are set apart for the exclusive use of the College Section, (1) the College (Haliwar House) and (2) the College Hostel (Colvin House)

**Control and Management**—The control and management of the College since 1931 has been in the hands of a General Council and a Working Committee under the general supervision of the Government of India. Members of the General Council and the Working Committee are drawn from three classes: (1) Ruling Princes, (2) Nominates of the Hon'ble the Resident in Rajputana and (3) Representatives of the Old Boys Association. The Principal is Secretary of the General Council as well as of the Working Committee.

**Teaching Staff**—The college maintains a qualified staff actually selected for its various activities of the college Section subjects. The following are the members of the Staff—

#### *Principal*

Mr V A S Stow C I E F I I S I D M A Honours (Oxon)

#### *English*

Mr I A M Ede B A Honours (Cantab) Head of the Department

Mr S C Datta M A (Punjab) Dip Ed (Edinburgh)

#### *History*

Lt Rajendra Nath M A (Delhi)

#### *Economics*

Thakur Madan Singh M A (Alld)

#### *Law and Politics*

Mr R R Kashwal M A (Alld)

#### *Hindi*

Mr V S Bhatia M A (Punjab)

Meetings of the Teaching Staff are held

**Number of Students**—There are at present 23 students in the college 2 in the B A classes 15 in the Intermediate classes and 6 in the Army class

**Subjects taught**—The college prepares candidates for the Intermediate Examination of the Board of High School and Intermediate Education Rajputana Central India and Gwalior in English History, Civics Economics and Hindi and for the B A Examination in English History Political Science and Economics

**Tutorials**—Weekly tutorials are arranged for every student in each subject





## APPENDIX 4

## List of Recognized Hostels and other Details

## [Under CHAPTER XXII]

(1) Kayasth Hostel Agra (recognized under Executive Council Resolution No. 12 of August 2, 1929)

(2) Radhasoami Educational Institute Hostel (University III k) Daulat Bagh Agra (recognized under Executive Council Resolution No. 6 of October 4, 1923)

(3) Digambar Jain Boarding House Agra (recognized under Executive Council Resolution No. 102 of November 22, 1929)

(4) Pathak Brindaban Vedic Ashram (Chauley Hostel) Agra (recognized under Executive Council Resolution No. 149 March 11, 1930)

(5) Lilaiv Bhargava Boarding House Agra (recognized under Executive Council Resolution No. 53 of September 19, 1938)

(6) Vaidh Boarding House Agra (recognized under Executive Council Resolution No. 70 of September 19, 1938)

## (1) -KAYASTH HOSTEL AGRA

The Kayastha Hostel Agra owes its existence to the energetic efforts of a small band of students who realising the difficulties of outside students who come to Agra for the purposes of study, brought the necessity of constructing a hostel at Agra to the notice of the Kayastha Students Association Agra. The proposal received a good deal of encouragement from the members of the community and was successfully moved in the Kayastha Conference held at Farrukhabad in 1921. From 1922 onwards it began to take a definite shape when thanks to the selfless devotion of Mr Asharfi Lal Pleader Agra and the kind generosity of Agra College Managing Committee a suitable plot of land adjoining the hostels was obtained from the Agra College. The work of construction commenced on 1st March 1923 on which date the late Hon'ble Justice Gokul Prasad of Allahabad High Court performed the foundation laying ceremony.

The plan of the hostel consists of a double storied building of 60 single seated rooms 40 each in two rows with a big hall and 16 rooms in the middle connecting the two blocks. Up till now 25 rooms have been constructed with the generous help of the Kayasth community. The Government of U P also was pleased to contribute Rs 10,000 towards the cost of the building.

**Management**—The hostel is managed like other recognised hostels of the Agra University. It has a warden Mr Lalit Prasad Saksena Lecturer in Chemistry Agra College who

as General Secretary of the Kayastha Association Agra is subject to its direction in the matter of administration. It is, besides, under the general supervision of the Principal, Agra College who arranges inspection every fortnight and gives his valuable suggestions.

The Medical Officer of the hostel is Dr Ram Swarup Saksena who takes a keen interest in the health of the inmates and looks after the general sanitation of the hostel.

The donations for the construction of the hostel are raised only from people belonging to the Kayasth community but it is not a sectarian institution in so far as it is open to members belonging to all castes and creeds. The examination results of the students residing in the hostel have been uniformly brilliant.

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(2)—RADHASOAMI EDUCATIONAL INSTITUTE  
HOSTEL (UNIVERSITY BLOCK),  
DAYAL BAGH, AGRA

rows of five rooms each, opening into a common corridor. The rooms, measuring 18' x 13' each are well planned, well ventilated and fitted with electric light.

The "Block" is under the charge of a whole-time resident

### (3) DIGAMBAR JAIN BOARDING HOUSE, AGRA

The foundation stone of the Digambar building was laid in the year 1908 but it began to be used as a Boarding House only in 1916 when eight rooms were ready.

At present there are 34 seats. Rooms are all single seated with the exception of one which is larger than the others and is used as a double seated room. They are well ventilated and airy and all are fitted with electric light.

The Boarding house is built on an excellent site on the main road leading from the Drummond road to Jumna Bridge and has a very large compound to the east and west of the building.

It maintains two tennis courts and has a common room provided with indoor games, magazines, newspapers and a small library. Provision is also made for football and volleyball etc. There is one Jain temple in the centre which is a special feature of the hostel. The hostel also provides residential quarters for the warden.

A religious teacher has been engaged to impart religious teaching to the students free of charge.

Room rent is Rs. 4 per month and one rupee less is charged from every Jain student (i.e. Rs. 3 per month only). Light and games charges are extra. They are collected by the Boarding house but the Fund is managed by a committee of students.

The Hostel is intended principally, but not exclusively for Jain students getting education in any of the colleges at Agra.

The Boarding house has got a Trust consisting of five members. Besides this trust the hostel is under the management of a Governing Body with Shri Sri Mahendrajai as its Secretary.

The inmates of the house have been maintaining good health and they have shown good results at the various examinations.

Besides fees, other sources of income are subscriptions and donations by the community and the Hostel authorities have to spend a good deal of money for the welfare of students. A garden and lawns are maintained for the sake of good health. Plain living and high thinking being the motto of the hostel great attention is paid to the every day life of each individual boarder and every effort is made to regulate their lives in such a way as to make them healthy, intelligent, moral, social and religious.

### (4) —PATHAK BRINDABAN VEDIC ASHRAM (CHOUBEY HOSTEL) AGRA

The Pathak Brindaban Vedic Ashram was founded in 1897 by the late Raja Jai Kishan Das Bahadur etc. in memory of his father.

The management of the hostel was put under the control of a Board of Trustees of which Raja Jai Kishan Das was the life President.

After the death of Raja Jai Kishen Das his son the late Raja Parmanand worked as President of the Trust. Since January 1924 his grandson Kunwar Jagdish Prasad C S I, C I F O B F I C S has been working as the President.

The hostel is open to the admission of Brahmin students preference being given to Chaturvedi Brahmins. Under certain conditions non Brahmin students may also be admitted.

The students residing in the hostel get rooms free of rent and several other facilities.

#### (5)—HINLAY BHARGAVA BOARDING HOUSE AGRA

The Bhargava Hostel was established in 1880. Pandit Girdhar Lal a prominent member of the Bhargava community

was one of the donors of this foundation. The Hostel is primarily meant for the students of the Bhargava Community but other Hindu students who are strict vegetarians are admitted.

The Hostel contains 20 large rooms and provides accommodation for 40 students. There is a big central hall for holding meetings and playing indoor games. Provision is made for Tennis Volley Ball Badminton and for Gymnastic exercises. The Bhargava Community budgets a handsome amount each year for the upkeep of the Hostel.

The warden lives in the Hostel premises and the warden's quarters were created from the grant of Rai Prag Narain Bhargava Bahadur on the occasion of his son's marriage in February 1914.

#### (6)—VAISH BOARDING HOUSE, AGRA

At first it had two wings, north and south were added about the year 1900. Afterwards in the year 1924 another wing was added by the donation of various generous Vaish donors and their names are put on the door of each room in marble tablets. Up to the year 1912 students of school classes were also allowed to live in the Hostel. In the year 1912 it was recognised by the Allahabad University and hence only College students were allowed to live. The house was fitted with electricity as soon as Agra Electricity Supply Co. started work. Preference is given to Vaish students but other castes are not prohibited.

**Management**—It is under the control of Vaish Maha Sabha (the present Head Office is at Meerut). For efficient working the Vaish Maha Sabha appointed late Lala Prag

Narain to deal with all local matters who appointed a small committee of the following —

Rai Bahadur I. Kanhya Lal B.A., LL.B., L. Lawms  
Narain Garg B.A. LL.B., L. Jado Rai B.A., LL.B.  
I. Babu Lal Mehta B.A. LL.B. Professor B. L.  
Vaishya (Agra College) with the warden  
as the Secretary and L. Prag Narain as the  
Chairman

The accounts are directly submitted to the Vaish Maha Sabha by the warden

*Library and Reading Room*—There is a library having 1000 books. The hostel grants about Rs. 100 every year out of which about Rs. 50 is spent on books and the rest for papers and magazines. The details of expenditure are prepared by the library Committee consisting of the four monitors and the librarian in consultation with the inmates of the house, subject to the approval of the warden.

*Games*—The Hostel gives about Rs. 100 yearly towards the games over and above the material supplied by the College. The budget is prepared by the Games Committee consisting of the Captains of various games and General games secretary, subject to the approval of the warden. There are number of indoor games also. There are also single bar and parallel bar for those who have a taste for them.

*Religious activities*—There is a Shiv Temple in the Hostel and religious minded students perform Sandhya, Havan and Puja which has a very good effect on the morale of the students.

## APPENDIX 5

### Medals

[*Vide* CHAPTER XVIII.]

#### \*1 T. C. JONES (GOLD) MEDAL

Capital value, Rs. 1000 endowed in 1927 by the Agra University.

#### Medallists

- 1928 Bhola Nath, Bareilly College Bareilly
- 1929. (Miss) Shanta Basudeo Shukhtankar, Christian College, Indore
- 1930 William Christie Sleeman Spiers, St John's College, Agra
- 1931 Syed Razul Hasan Christie, St John's College, Agra

\**Vide* Executive Council Resolution No 43 of Dec. 10, 1927

- 1932 Bimalendu Dhar Holkar College, Indore  
 1933 Omkar Nath Khandelwal Agra College, Agra  
 1934 Aftab Ahmad Khan Meerut College Meerut  
 1935 (Miss) Alicia Tweedie Christ Church College,  
 Cawnpore  
 1936 Gokul Lal Mehta Govt College Ajmer  
 1937 (Miss) Josephine Moreau Teacher, The Convent  
 Ajmer  
 1938 Chuttan Lal Mathur Govt College Ajmer  
 1939 Syed Iakhrul Islam Meerut College Meerut

#### \*2 KRISHNA KUMARI DEBI (GOLD) MEDAL

Capital value 10 per cent G. P. Notes of the face value of Rs. 1200 endowed in 1927 by Dr. Ganesh Prasad in memory of his daughter Krishna Kumari Debi to be awarded to the candidate in the Faculties of Arts and Science who obtains the highest percentage of marks in the Final Examination for the Degree

#### Medallists

- 1928 Gurdeo Prasad Sinha Agra College Agra  
 1929 Kailash Prakash Gupta Meerut College Meerut  
 1930 Kuldeep Sahai Bareilly College Bareilly  
 1931 Gajraj Bahadur Saxena St. John's College, Agra  
 1932 Iftikhar Husain Bareilly College Bareilly  
 1933 Lalchand Gopichand Gupta Holkar College Indore  
 1934 Prabhulal Maharaja's College Jaipur  
 1935 Mohd. Nurul Din Bareilly College Bareilly  
 1936 Vishnu Prasad Poddar Agra College Agra  
 1937 Surya Prakash Goval Agra College Agra  
 1938 Shridhar Govind Ghate Holkar College, Indore  
 1939 Lalit Mohan Sharma St. John's College, Agra

#### \*3 KRISHNA KUMARI DEBI MATHEMATICS (GOLD) MEDAL

provided that he secures at least 60 per cent of the marks in the aggregate

\*1 vide Executive Council Resolution No. 43 of Dec. 10, 1927

\*2 vide Executive Council Resolution No. 692 of Nov. 22, 1933

**Medallists**

- 1929 Brij Mohan Mehrotra, St John's College, Agra  
 1930 Pyare Lal Nagar, St John's College, Agra  
 1931 Jyoti Prasad Agarwala, Agra College, Agra  
 1932 Kailash Prakash Gupta, Meerut College, Meerut  
 1933 Gajraj Bahadur, St John's College, Agra  
 1934 Iftikhar Husain, Bareilly College, Bareilly  
 1935 Harish Chandra Gupta, St John's College, Agra  
 1936 Amiya Prakash Bhattacharya, Bareilly College, Bareilly  
 1937 Kailash Narain Bhargava, Maharaja's College, Jaipur  
 1938 Narain Sinha, St John's College, Agra  
 1939 Basdeo Sahai, Agra College, Agra

**\*4 SESHADRI (GOLD) MEDAL**

Capital value of Rs 1,000 endowed in 1929 by Mr P Seshadri, Principal, Government College, Ajmer, to be awarded annually to the candidate who obtains the highest percentage of marks in English language and literature in the M A Final Examination. The Medal was awarded retrospectively with effect from 1928.

**Medallists**

- 1928 Balkrishna Das Tandon Agra College, Agra  
 1929 Hiron Kumar Das Gupta St John's College, Agra  
 1930 Rachupati Sahai, Teacher, B N S D. Inter College, Cawnpore  
 1931 Ganga Dyal Shukla, S D College, Cawnpore  
 1932 Jagdish Prasad Singh St John's College Agra  
 1933 (Miss) Sumati Bhandarkar, Holkar College, Indore  
 1934 Tarapada Roy, St John's College, Agra  
 1935 Amarnath Gupta, Meerut College, Meerut  
 1936 Kunwar Bahadur Bhatnagar Agra College, Agra  
 1937 Laxmi Narayan Onkarlal Joshi, Holkar College, Indore  
 1938 Udit Narayan Srivastava St John's College, Agra.  
 1939 Bhupal Prasad Bagchi St John's College, Agra

**\*5 SHRIMATI UMANG LAKSHMI KANTI LAL PANDYA (GOLD) MEDAL**

Capital value 3½ per cent G P Notes of the face value of Rs 1,200 endowed in 1929 by Dr K C Pandya Professor of Chemistry, St John's College, Agra in memory of his wife Shrimati Umang Lakshmi to be awarded annually to the candidate who passes the B Sc Examination with the highest marks in Chemistry.

\*Vide Executive Council Res No 134 of Feb 9, 1929  
 \*Vide Executive Council Res No 83 of Oct 4 1929



## Medallists

- 1930 Pierey Mohan Bhatnagar St John's College  
Agra
- 1931 Gajraj Bahadur Saksena St John's College  
Agra
- 1932 Chaugan Mal B Rathie Government College  
Ajmer
- 1933 Shyama Charan Srivastava, Victoria College  
Gwalior
- 1934 Prabhu Lal Maharaja's College Jaipur
- 1935 Godvill Newton Singh St John's College Agra
- 1936 Vishnu Prasad Poddar Agra College Agra
- 1937 Dinkar Dattatray Sathe Holkar College Indore
- 1938 Brahma Swarup Kaushiya St John's College  
Agra
- 1939 Lalit Mohan Sharma St John's College Agra

\*5 *AZIZUDDIN—MALCOLM HAILEY (GOLD)  
MEDAL*

## Medallists

- 1931 (*Persian*) Mujib Ahmad Ansari St John's Col  
lege Agra
- 1936 (*Sanskrit*) Babu Ram Tiwari D A V College  
Cawnpore
- 1937 (*Persian*) Sajid Hasan Qadri St John's College  
Agra
- 1938 (*Sanskrit*) Anant Dhyaneshwar Purank Chri  
tian College Indore
- 1939 (*Persian*) Syed Tasadduq Ali St John College  
Agra

## †STATE SCHOLARSHIP HOLDERS

- 1930 Brij Mohan Mehrotra M A (1929) St John's  
College Agra for Pure Mathematics
- 1931 Atmaram Pachauri M A (1930) Meerut College  
Meerut - for Experimental Psychology

## GOVIND DAS GUPTA SCHOLARSHIP HOLDERS

- 1937-38 } Vishnu Datta Sharma Government College  
1938-39 } Ajmer
- 1939-40 } Manohar Singh Choudhan Agra College Agra  
1940-41 }

\*I *ide* Executive Council Res No 143 of March 9, 1935

†I *ide* NOTE at the end of Chapter XVIII

## APPENDIX 6

## University Training Corps

## 3RD U P BATTALION, U T C, I T F

1 Students and members of the teaching staff of the following colleges are eligible for enrolment in the "C" and "D" Companies of the Battalion

C' Coy, AGRA DETACHMENT —

(i) Agra College, Agra

(ii) St John's College, Agra

'D' Coy, MEERUT DETACHMENT —

(i) Meerut College, Meerut

Sanctioned strength —

Three platoons

AGRA DETACHMENT —Two platoons three Commissioned Officers and N C O's and men One platoon of the detachment is usually recruited from the Agra College and one partly from the St John's College The Battalion Band is also situated at Agra

MEERUT DETACHMENT —One platoon, one Commissioned Officer and 37 N C O's and men

2 The conditions of service are governed by the I T F Act of 1920 and the rules made under the Act published in the Gazette of India Part I, dated August 6, 1921

3 Members will remain in the Corps so long as they continue to be students or teachers of the colleges or until resignation or discharge

On leaving the Corps they are under no further obligation

4 Every member undertakes on enrolment—

(a) to complete 78 hours' training during the first six months after enrolment (holidays not being counted) and to attend parades regularly thereafter during the session,

(b) to attend the annual camp for a period not exceeding 15 days,

(c) to fire the annual musketry course

5 If the percentage of attendance in classes is deficient on account of attendance at Camp or at the annual firing course, credit is given for the number of days on which lectures were delivered during the period of the camp or the firing course

The maximum number of days that can be condoned by the University on these scores is 10 per cent of the total number of lectures delivered in each subject

6 Uniform equipment and arms are provided free of charge each member being responsible for the return in good condition of the articles issued to him

7 Training continues from August to the end of February the annual camp being usually held in November

8 Further information if desired may be obtained from the officers of the detachments or from the Adjutant 3rd U P Bn UTC ITI Allahabad

#### OFFICERS

Commanding Officer

Major J A Strain Lucknow University

AGRA DETACHMENT —

Officer Commanding

Captain L P Mathur St John's College Agra

Platoon Commanders

1 Capt R P Varma Agra College Agra

2 *Vacant*

MERUT DETACHMENT —

Platoon Commander

*Vacant*

## APPENDIX 7

### University Motto and Colours

[*Vide* CHAPTER XXIV]

#### MOTTO

तमसो मा ज्योतिर्गमय

The colours of the various Faculties are as follows —

Arts	Red
Science	Blue
Law	Purple
Commerce	Brown
Agriculture	Green

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(ii) St John's College, Agra

"D" Coy, MEERUT DETACHMENT —

(i) Meerut College, Meerut

Sanctioned strength —

Three platoons.

AGRA DETACHMENT — Two platoons three Commissioned Officers and N C O's, and men One platoon of the detachment is usually recruited from the Agra College and one partly from the St John's College The Battalion Band is also situated at Agra

MEERUT DETACHMENT — One platoon, one Commissioned Officer and 37 N C O's and men

2 The conditions of service are governed by the I T F Act of 1920, and the rules made under the Act, published in the Gazette of India, Part I, dated August 6, 1921

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(b) to attend the annual camp for a period not exceeding 15 days,

(c) to fire the annual musketry course.

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6 Uniform equipment and arms are provided free of charge each member being responsible for the return in good condition of the articles issued to him

7 Training continues from August to the end of February the annual camp being usually held in November

8 Further information if desired may be obtained from the officers of the detachments or from the Adjutant 3rd U I Bn U T C I T F Allahabad

#### OFFICERS

Commanding Officer

Major I A Strang Lucknow University

AGRA DETACHMENT —

Officer Commanding

Captain I I Mathur St John's College Agra

Platoon Commanders

1 Capt R P Varma Agra College Agra

*vacant*

MERUT DETACHMENT —

Platoon Commander

*vacant*

## APPENDIX 7

### University Motto and Colours

[Hindic CHAPTER XXIV]

#### MOTTO

तमसो मा ज्योतिर्गमय

The colours of the various Faculties are as follows —

Arts	Red
Science	Blue
Law	Purple
Commerce	Brown
Agriculture	Green

## APPENDIX 8

## \*Convocation Procedure

[*Vide* CHAPTER XXV]

1. The candidates for degrees must 15 clear days before the date fixed for the Convocation inform the Registrar in writing of their intention to be present. Regular students and ex students must send this information through the Principal concerned. No candidate shall be admitted to the Convocation who has not sent in his name to the Registrar within the prescribed time. In exceptional cases the Vice-Chancellor may permit candidates who have not sent in their names to the Registrar within the prescribed time to be admitted to the Convocation provided their applications are received by the Registrar not later than 48 hours before the time of the Convocation and are accompanied by a fee of Rs. 2 in each case.

2. Such candidates as are unable to present themselves in person at the Convocation will be given their Diplomas direct by the Registrar on application and on payment of a fee of Rs. 10 in each case. The applications of regular students and ex students shall be forwarded by the Principals of their respective colleges.

3. Candidates at Convocation shall wear the gowns and hoods appropriate to their respective degrees. Male candidates shall either appear bareheaded or wear turbans. No candidate shall be admitted to Convocation who is not in proper academic dress, prescribed by the University.

4. For the award of degrees at Convocation regular students and ex students shall be formally presented to the Vice-Chancellor by the Principals of their respective colleges or by their accredited representatives and in their absence by the Registrar. The Registrar shall also present all private candidates attending the Convocation.

5. Diplomas to graduates attending Convocation will be supplied to them in the Convocation Hall before the Convocation begins.

No Diploma will be issued on the day of the Convocation after the Convocation.

6. The Chancellor, the Vice-Chancellor and the Registrar will wear their special robes. Members of the Senate, Executive Council and Academic Board will wear the proper academic costume of the University of which they are graduates or that prescribed for the degree of Master of Arts of the Agra University. They shall wear a black square cloth cap with silk tassel or a turban or the academic head dress of the University of which they are graduates.

\**Vide* Executive Council Res. No. 70 of Oct. 30, 1928

† Amended by the Executive Council on Dec. 20, 1932

The Chancellor the Vice-Chancellor Members of the

Hall —

The Registrar

Members of the Academic Board

Members of the Senate

Members of the Executive Council

The Deans of the Faculties

The Vice Chancellor

The Chancellor

8 The Chancellor the Vice Chancellor and Members of the Executive Council shall take their seats on the *dais* and the members of the Senate and of the Academic Board on both sides of the *dais* in places reserved for those bodies

9 On the procession entering the Hall, the candidates shall rise and remain standing until the Chancellor, the Vice Chancellor, and the Members of the Senate Executive Council and Academic Board have taken their seats

10 The Vice Chancellor (having obtained the consent of the Chancellor if he is present) shall declare the Convocation open

11 The Vice-Chancellor shall then say "Let the candidates be presented"

12 The candidates shall then be presented to the Vice-Chancellor for each degree to be conferred at the Convocation by the Principals of Colleges or their representatives or the Registrar as the case may be in the following order —

Doctors

Masters of Arts

Masters of Science

Bachelors of Laws

Bachelors of Arts

Bachelors of Science

Bachelors of Commerce

Bachelors of Science in Agriculture

13 In all cases the candidates shall be presented in the following form —

Sir I present to you \_\_\_\_\_ (of \_\_\_\_\_ College) who has (or have) been examined and found qualified for the degree of \_\_\_\_\_ to which I pray that he (or they) may be admitted"

14 The names of the candidates for each degree in the order specified in No 12 above other than Doctors shall be read out by the Principals of Colleges or the Registrar, as the case may be, in the prescribed form and the candidate

## APPENDIX 8

## •Convocation Procedure

[*vide* CHAPTER XXV]

1. The candidates for degrees must 15 clear days before the date fixed for the Convocation inform the Registrar in writing of their intention to be present. Regular students and ex students must send this information through the Principals concerned. No candidate shall be admitted to the name to the Registrar in special cases, the Vice-Chancellor have not sent in their applications in the prescribed time to be received by the Registrar not later than 48 hours before the time of the Convocation and are accompanied by a fee of Rs. 2 in each case.

2. Such candidates as are unable to present themselves in person at the Convocation will be given their Diplomas direct by the Registrar on application and on payment of a fee of Rs. 10 in each case. The applications of regular students and ex students shall be forwarded by the Principals of their respective colleges.

3. Candidates at Convocation shall wear the gowns and hoods appropriate to their respective degrees. Male candidates shall either appear bareheaded or wear turbans. No candidate shall be admitted to Convocation who is not in proper academic dress, prescribed by the University.

4. For the award of degrees at Convocation regular students and ex students shall be formally presented to the Vice Chancellor by the Principals of their respective colleges or by their accredited representatives and in their absence by the Registrar. The Registrar shall also present all private candidates attending the Convocation.

5. Diplomas to graduates attending Convocation will be supplied to them in the Convocation Hall before the Convocation begins.

No Diploma will be issued on the day of the Convocation after the Convocation.

6. The Chancellor, the Vice Chancellor and the Registrar will wear their special robes. Members of the Senate, Executive Council and Academic Board will wear the proper academic costume of the University of which they are graduates or that prescribed for the degree of Master of Arts of the Agra University. They shall wear a black square cloth cap with silk tassel or a turban or the academic head dress of the University of which they are graduates.

\**vide* Executive Council Res. No. 70 of Oct. 30, 1928.

†Amended by the Executive Council on Dec. 20, 1937.



7 The Chancellor the Vice Chancellor, Members of the Senate Executive Council and Academic Board shall assemble in the meeting room at the appointed hour and shall walk in procession in the following order to the Convocation Hall —

The Registrar

Members of the Academic Board

Members of the Senate

Members of the Executive Council

The Deans of the Faculties

The Vice Chancellor

The Chancellor

8 The Chancellor the Vice Chancellor and Members of the Executive Council shall take their seats on the *dais* and the members of the Senate and of the Academic Board on both sides of the *dais* in places reserved for those bodies

9 On the procession entering the Hall the candidates shall rise and remain standing until the Chancellor the Vice Chancellor, and the Members of the Senate Executive Council and Academic Board have taken their seats

10 The Vice Chancellor (having obtained the consent of the Chancellor if he is present) shall declare the Convocation open

11 The Vice Chancellor shall then say 'Let the candidates be presented'

12 The candidates shall then be presented to the Vice Chancellor for *each degree* to be conferred at the Convocation by the Principals of Colleges or their representative or the Registrar as the case may be in the following order —

Doctors

Masters of Arts

Masters of Science

Bachelors of Laws

Bachelors of Arts

Bachelors of Science

Bachelors of Commerce

Bachelors of Science in Agriculture

13 In all cases the candidates shall be presented in the following form —

'Sir, I present to you ( )  
(College) who has (or have) been exam-  
ined and found qualified for the degree of  
which I pray that he (or they) may be

14 The names of the candidates for each order specified in No 12 above other than that read out by the Principals of Colleges or the Registrar as the case may be, in the prescribed form at

from each college while their names are being called out, shall stand in their places and remain standing until the names of all candidates of that college for the degree have been read when they will resume their seats

15 When all the candidates for the same degree have been presented the Vice Chancellor shall say Let the candidates who have been presented for the degree of \_\_\_\_\_ stand

The Vice Chancellor shall then admit the candidates to the degree in the following words —

By virtue of the authority vested in me as Vice Chancellor of Agra University I admit you to the degree of \_\_\_\_\_ in this University and I charge you throughout your life to prove worthy of the same

16 After the degrees have been conferred recipients of University medals and \_\_\_\_\_ of college which have won Univer be called out individua before the Chancellor present the medals prizes or trophies

17 When all the candidates have been admitted to their degrees and the medals prizes and trophies have been presented the Convocation address will be delivered

18 After this the Vice Chancellor will (with the Chancellor's permission if he is present) declare the Convocation closed and the procession will leave the Convocation Hall in the same order as that in which it entered the graduates standing

## APPENDIX 9

### Fees

[*vide* CHAPTER XXVII]

Fees payable to the University are classified as follows —

- (1) Enrolment fee
- (2) Examination fee
- (3) Fee for Certificates and Diplomas
- (4) Fee for Registration of Graduate

1 Enrolment fee for becoming a member of the University —

	Rs.
(a) for regular student of the University	2
(b) for obtaining a certified copy of the enrolment certificate of a candidate	2
(c) for Duplicate copy of enrolment fee receipt	2

2. Examina-tion fee	F.
( ) for appearing at the Bachelor of Arts Examination	10
(M) for appearing at the First Master of Arts Examination	5
( ) for appearing at the Master of Arts (Final) Examination	10
(d) for admission to the Degree of Doctor of Letters	5
(e) for appearing at the Bachelor of Science Examination	10
(f) for appearing at the First Master of Science Examination	5
(g) for appearing at the Master of Science (Final) Examination	10
(h) for admission to the Degree of Doctor of Science	5
(s) for appearing at the Previous I I B Examination	5
(j) for appearing at the Bachelor of Law (Final) Examination	10
(k) for appearing at the Master of Laws Examination	10
(l) for admission to the Degree of Doctor of Laws	5
( ) for appearing at the Bachelor of Commerce Examination	3
(i) for appearing at the Bachelor of Science in Agriculture Examination	10
(c) for appearing at an examination at a non-ex student add to the regular examination fee	10
(p) for permission fee from a Teacher Inspector or Warranted Candidate add to the regular examination fee	10
(q) for appearing in one subject at the B. A. B. Sc. or B. Com. Examination or at a certificate examination	10
(r) for the re-taking of marks	10
(s) for obtaining a duplicate Examination admission card	10
(t) for a certified copy of the marks obtained at an examination	10

1	Fee for Certificates and Diplomas —	Rs
(a)	for obtaining duplicate of a certificate originally signed by the Registrar ..	5
(b)	for obtaining duplicate of a certificate or diploma originally signed by the Vice-Chancellor	10
(c)	for a provisional certificate signed by the Registrar for passing the LL B (Final) Examination	10
(d)	for obtaining a degree or diploma <i>in absentia</i>	10
(e)	for obtaining a migration certificate	1
4	Fee for Registration of Graduates —	
(a)	Initial fee .. ..	5
(b)	Annual fee (April 1 to March 31) or Composition fee .. ..	2 20
(c)	Extra fee if application for registration is made after the expiry of the period of limitation prescribed by Statutes ..	10

Any registered graduate shall, at any time, be entitled to have his name placed on the register for life on payment to the Registrar of a composition fee of Rs 20 and all arrears of annual fees then due by him or, as he may elect, a composition fee of Rs 25

## APPENDIX 10

### Recognition of Degrees and Examinations of other Universities and Bodies by this University.

#### (A)—1 or Admission to a Degree Course in the Faculty of Arts

1 The Intermediate Examination of the Board of High School and Intermediate Education, United Provinces; or

2 The Intermediate Examination of an Indian University incorporated by any law for the time being in force, or

3 The Higher School Certificate Examination conducted by the Syndicate of the Cambridge University, or

4 The Intermediate Examination of the Board of High School and Intermediate Education for Rajputana, Central India and Gwalior.

(D) — *For Admission to a Degree Course in the Faculty of Science*

As in (d) above provided that no candidate is allowed to enter any subject in the B.Sc. unless he has passed the qualifying examination in the corresponding subject

(E) — *For Admission to a Degree Course in the Faculty of Commerce*

a. 1. As in and as in (d) above and the following

\*4. The Commercial Diploma Examination of the Allahabad University or the Commercial Diploma Examination or the Intermediate Examination in Commerce of the Board of High School and Intermediate Education, United Provinces

†4. The Intermediate Examination in Commerce of the Board of High School and Intermediate Education of Rajasthan, Central India and Gwahar

‡5. The Intermediate (Group B—Special) Examination of the Delhi University with Regional and Commercial Geography as an optional subject

§6. The Intermediate Examination of the Andhra University with Economics, Commercial Geography and Accountancy as optional subjects

(D) — *For Admission to Post graduate (M.A.) Course in the Faculty of Arts*

‡(1) Bachelor's Degree Examination of an Indian University incorporated by any law for the time being in force

(E) — *For admission to Post graduate (M.Sc.) Course in the Faculty of Science*

(1) B.Sc. Examination of any Indian University incorporated by any law for the time being in force

(F) — *For Admission to the LL.B. Course in the Faculty of Law*

Bachelor's degree of an Indian University incorporated by any law for the time being in force

(G) — *For Admission to Degree Courses, in the Faculty of Agriculture*

(1) Intermediate Examination in Agriculture of the Board of High School and Intermediate Education, United Provinces

(2) L.Ag. Examination of Agricultural College Cawnpore

\*Candidates passing the examinations are exempted from taking the First year Bachelor of Commerce

†Candidates passing the examinations are exempted from taking the First year Bachelor of Commerce

‡For the special provision for the admission of Oriental Scholars to the M.A. Previous Examination in Sanskrit or Persian or Arabic see Statute 20 (b) of Chapter XXIX-A

## APPENDIX 11

Recognition of Degrees of this University  
by Foreign Universities and  
other Bodies.

## (A)—FOREIGN UNIVERSITIES

1 *Cambridge University*—The Cambridge University has approved the Agra University for the purpose of exemption from the Previous Examination by Indian certificates, and a B A or B Sc of the Agra University who has secured a first or a second division at the examination can be exempted from the Previous examination of the Cambridge University, provided he has passed the B A English and (a) Arabic  
" Mathematics or Science (*Vide*  
" 1928, from the Registrar

2 Further the *University of Cambridge* recognised Agra University as an associate institution (*Vide* letter No H/3/1671 of 27th January 1934)

3 *Oxford University*—The B A and B Sc Degrees of

4 *London University*—The Agra University has been added to the eligible under the Matriculation Examination 1932 dated 23rd December 1932

5 *University of Wales*—The University of Wales has decided that the Agra University be recognised as from October 1933 for the purpose of the Matriculation of Agra University students in the University of Wales and for their diploma  
part of the  
December

6 The Board and Council of the Agra University  
(*Vide* letter dated

7 *Institute of Chartered Accountants, London*—The B Com Degree of the Agra University has been approved by

1. The following universities have granted exemption from the examination of the first letter dated February 1930 (No. 124) Secretary of the Institute).

2. The Board of the University of London has approved the following degrees granted by the University of the Punjab (No. 124) Secretary of the Institute dated 10/1/1930.

3. The University of the Punjab has approved the following degrees granted by the University of the Punjab (No. 124) Secretary of the Institute dated 10/1/1930.

# THE HONORABLE SECRETARY

1. The following universities have granted exemption from the examination of the first letter dated February 1930 (No. 124) Secretary of the Institute.

2. The High Court of Oudh Lucknow has approved the following degrees granted by the University of the Punjab (No. 124) Secretary of the Institute dated 10/1/1930.

3. The High Court of Judicature at Patna has extended the privilege of admission as pleaders for practice in the Courts subordinate to the Patna High Court to Law graduates of the University of the Punjab (No. 124) Secretary of the Institute dated 10/1/1930.

4. The High Court of Judicature at Lahore, The Judicial Commissioner's Courts at Nagpur and Delhi and the Chief Commissioner's Court in Ajmer Merit ara recognise the H. B. Degrees of all Indian Universities incorporated by an Act of the Legislature.

## APPENDIX 12

### Examination Centres

[*Vide* CHAPTER XXX—1 ]

#### B A

Agra, Ajmer, Bareilly, D A -V College, Kanpur, S D College, Cawnpore, Gorakhpore, Gwalior Christian College, Indore, Holkar College, Indore, Jampur, Jodhpur, and Meerut

#### B Sc

Agra Ajmer, Bareilly, D A -V College Kanpur Gwalior, Holkar College, Indore Jampur and Meerut

#### M A

Agra—All Subjects

Bareilly —English Hindi Economics and Mathematics

S D College, Cawnpore—English, Sanskrit Mathematics Philosophy, Economics, History, Political Science and Hindi

Christian College, Indore —Philosophy only

Holkar College, Indore —English Economics History

Jampur —English History, Mathematics, Philosophy, Sanskrit and Persian

Meerut —English Sanskrit, Persian Mathematics, Economics History and Philosophy

#### M Sc

Agra —All subjects

Bareilly —Mathematics only

S D College Cawnpore —Mathematics only

Holkar College, Indore —Chemistry only

Jampur —Mathematics only

Meerut —Mathematics only



## LL B

Agra Bareilly, D A V College, Cawnpore,  
S. D. College, Cawnpore, Holkar College, Indore,  
and Meerut

## B Com

Agra D A V College, Cawnpore and S D  
College, Cawnpore

## B Sc (Ag)

Agricultural College, Cawnpore

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NOTE --No question papers in a subject will be sent to a centre where *regular candidates* in that subject are not appearing. In the B A Examination however all the papers set for the examination will be sent to all the centres concerned

## APPENDIX 13

## Account Rules

[*Vide* CHAPTER XXXVIII]

## \* ACCOUNT RULES FRAMED BY THE EXECUTIVE COUNCIL

The following shall be the heads of Accounts —

A *Receipt Side*

- 1 Opening Balance on April 1
- 2 Examination Fees
- 3 Fees other than examination —
  - (i) Registration Fees of Graduates
  - (ii) University Enrolment fees from College Students
  - (iii) University Enrolment fees from Private Candidates (Ex students and teachers)
- 4 Donations (General)
- 5 Interest on General University Investments
- 6 Miscellaneous Receipts
  - (a) Sale of University publications
  - (b) Fees for supplying marks
  - (c) Fees for re-examination of answer-books
  - (d) Degrees *in absentia*
  - (e) Provisional Certificate Fee
  - (f) Fee for copy of Enrolment Register
  - (g) Fee for duplicate copy of Certificate and Diplomas
  - (h) Sale of grass in compound
  - (i) Other receipts
- 7 Government Grant
  - (a) General
  - (b) Special
- 8 Refund
- 9 Endowments for Prizes, Medals Scholarships etc

B *Expenditure Side*

- 1 Office Establishment
  - (i) Salaries of Administrative Staff
  - (ii) Salaries of Clerical Establishment (permanent)
  - (iii) Salaries of Clerical Establishment (temporary)
  - (iv) Salaries of servants

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\* *Vide* Executive Council Resolution No. 47 of March 22, 1928, and Resolution No. 167 (4) of March 6 1929

- (i) Contributions to Provident Fund by University for Office Staff
- (iv) Leave allowance to University Staff.
- 2 Office Contingencies
  - (i) Postage and telegram charges
  - (ii) Stationery including typewriters and duplicating material
  - (iii) Repairs to Furniture
  - (iv) Servants' Uniform
  - (v) Rents and Rates
  - (vi) Telephone Charges
  - (vii) Electric Charges
  - (viii) Hot Weather Charges
  - (ix) Advertisement Charges
  - (x) Printing (a) General University matters, Minutes etc., (b) University publications.
  - (xi) Miscellaneous
- 3 Furniture and equipment
- 4 Travelling Allowance
  - (i) Members of University Bodies and Committees
  - (ii) Inspectors of Colleges
  - (iii) Officers of the University
  - (iv) Miscellaneous
- 5 Examination Charges
  - (i) Printing of Examination Papers
  - (ii) Printing of Answer-books
  - (iii) Printing and supply of forms and other matters connected with Examinations, including cloth-lined covers
  - (iv) Travelling Allowance
  - (v) Fees to Examiners
  - (vi) Transit of Answer books
  - (vii) Tabulation and Checking fees
  - (viii) Conduct of Examinations and Supervision Charges
  - (ix) Contingencies
- 6 Library—Journals, Periodicals and Books
- 7 Garden charges
  - (i) Staff.
  - (ii) Tools, materials, and upkeep of Garden
- 8 Contribution to other bodies



Does it come up all the time? Not quite. Counterfactuals

be entered the first and last numbers of the receipt and the date of issue, and the entry shall be signed " " " " " " " " " " books in h " " " " " " " " " " books as : " " " " " " " " " " issuing a r " " " " " " " " " himself that the forms in the book last issued have all been used under his signature No manuscript receipt forms shall be issued and no unnumbered receipt forms shall be kept in the Office

The numbers of the receipts shall be continuous for each year.

- (r) All remittances to the Bank shall be accompanied by a *chalan* which shall be prepared in duplicate in the bound books supplied by the Bank, separate *chalan* books being used for cheques and for cash payments. The counterfoils shall remain in the books and the foils shall be kept by the Bank. The counterfoil should contain

The Bank Pass Book shall remain with the Registrar and shall be sent to the Bank on the first day of each month and at such other times as the Registrar may think fit to be written up-to date. After it has been received from the Bank, the

direct by the payee into the Bank for the credit of the University Account. After comparison, such receipts shall be filed

### 3 Disbursements

- (i) The funds of the University shall be used only for the purposes indicated in the Budget as passed finally by the Executive Council and considered by the Senate, or for those purposes with such variations as may from time to time be authorized by the Executive Council
- (ii) Expenditure shall ordinarily be met by means of cheques drawn on the Bank but petty expenditure may be met from the permanent advance. The cheque books shall remain in the personal custody of the Registrar under lock and key

On each occasion after the Pass Book has been received from the Bank after make up [rule 2 (6) above] the Registrar shall compare the entries on the debit side in the Pass Book with the counterfoils in the cheque book and satisfy himself that the entries tally with the cheques issued by him

(iii) All bills presented for payment, confidential

(a) *Salaries and Office Contingencies*—The Registrar shall pass all payments on account of the salaries of the staff up to the limit under each. The salary of the Registrar authority of a pay order signed

(b) *Travelling Allowance*—The Registrar shall have authority to pass and pay all Travelling Allowance bills incurred through journeys made after due authorization up to the limits of the sanctioned Budget allotment. Should this sum be exhausted before the end of the financial year he should seek the authority of the Executive Council to pay and should at the same time inform the Council by what readjustment he proposes to find the money

tioned Budget allotment and no payment in excess of this shall be passed without the approval of the Vice Chancellor and the Executive Council

\*(d) *Printing* (i) *Confidential printing*—The accounts of confidential printing shall not be subjected to

(ii) *Printing*—The accounts of printing shall not be subjected to

Registrar shall report to the Vice-Chancellor and Executive Council for further orders

*Examiner's Fees*—The Registrar shall certify and pass for payment all bills for remuneration of Examiners, subject to the *proviso* above regarding excess over Budget allotment

4 Salaries fall due on the first day of the month following that for which the salary is paid

5 Income Tax and subscriptions to Provident Fund shall be deducted from salaries before payment is made

\*6 All charges shall be supported by vouchers which

7 The Registrar shall have an imprest of Rs 200 to meet emergent petty expenses The amount of the imprest shall be

Registrar

†8 *Security Deposit*—The Accountant shall furnish a deposit of Rs 500 to the Registrar to meet interest accruing on the deposit

NOTE—The present Accountant, Babu Shyam Lal Saksena, shall be required to furnish a deposit of Rs 500 only

\*9 *Cash Book entries and relation to other books*—All moneys received and spent shall be immediately brought to

uncashed cheques will

The totals of the different heads of income in the Debit

Besides the Cash Register there shall be maintained an abstract register of all transactions which appear in the Cash Book. There shall be columns corresponding to all the main heads under Income and Expenditure (rules 2 and 3) and under each head all transactions shall be entered daily. On the basis of this Register there shall be prepared each month an abstract progressive total of receipts and expenditure which will show (a) the Budget figures (b) the amounts realised or spent as the case may be, up to the end of the month, (c) the balance remaining to be realised available for expenditure for the rest of the financial year.

A copy of the statement signed by the Registrar shall be submitted to the Vice-Chancellor about the 15th day of the succeeding month, if the Vice-Chancellor happens to be in Agra, otherwise at the time of his next visit to Agra.

10 *Trust Funds*—The Council shall, from time to time, give instructions regarding the investment of moneys received

provision of medals or prizes etc.

11 *Budget*—The Budget for the ensuing year shall be presented to the Council at least a month before the 1st of April.

The draft Budget shall be considered by the Executive Council before the last day of August, and as soon as it has been approved by the Executive Council, a copy shall be sent to Government. Further procedure shall be according to Section 33 of the Act.

The Budget estimates shall be accompanied by Schedule showing differences from the budget of the previous year and explanatory notes showing clearly the reasons for such differences.

The Executive Council shall, before the end of April, approve of any particular item of new expenditure for which a special demand is to be made to Government for the provision of funds.

12 The following books of Accounts and Registers and Receipts shall be maintained as per forms prescribed—

- (1) Cash Book
- (2) Salary Book and Acquittance Roll
- (3) Graduates' Enrolment Register
- (4) Classified Abstract of Income
- (5) Classified Abstract of Expenditure
- (6) Register of Provident Fund Account
- (7) Stock Book of Furniture



- 
- (8) Register of Endowment and Fixed Deposits \*
  - (9) Register of U. P. Notes in the custody of the Bank
  - (10) Register of Sale of University Publications
  - (11) Continent Register
  - (12) Account Book of Stationery
  - (13) Account of Diplomas
  - (14) Monthly Abstract of Income and Expenditure
  - (15) Daily Register of Income
  - (16) Receipts

\*13. Claims for refund of money shall not be entertained if the application for refund is not received within a period of six months from the date on which money was deposited in the office



## PART III

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LIST OF REGISTERED GRADUATES AND  
SUCCESSFUL CANDIDATES, ETC.



# LIST OF REGISTERED GRADUATES

(Corrected up to August 1 1939)

The letter Numbers of the List of Graduates are marked with stars

Register No.	Name	Address
	<b>A A A</b>	
1 1087	Mr. Alul Mahbub M A CT	Assistant Master Mohammad Ali Memorial High School Beawar (Ajmer Merwar)
195	Mr. Abdul Qudus B A LL B	Police Lines Ajmer
3 101-	Khan Bahdur Abdul Wahid Khan B A LL B	Public Prosecutor Purani Mandi Ajmer
4 165	Mr. Abid Husain Faridi M A, L T	Professor St John's College Agra
5 533	Mr. Ahmad Ali Shah Jafri M A LL B	Munsif Jaipur State
6 1487	Mr. Ahmad Siddik M A	Lecturer St. Andrew's College Gorakhpur
7 446	Mr. Ajat Prasad Jain B A LL B	Accountant Divisional Accountant's Office N W Ry Lahore
8 37	Mr. Ajit Prasad Bagchi, B SC	Assistant Engineer Irrigation Department Lucknow
9 477	Khan Bahadur Akhtar Adil, M A LL B	Advocate High Court and Government Pleader 30A Civil Lines Agra
10 524	Khan Sahib Ali Ahmad Jafri B A L T	Deputy Inspector of Schools Aligarh
11 1574	Mr. Ali Ishrat B COM	Audit Office I S D Imperial Secretariat New Delhi
*12 128	Pandit Amara Nath Jha M A	George Town Allahabad
13 1562	Mr. Amar Chand Shukla B A	Assistant Teacher Rajput School Jodhpur
14 82	Mr. Amar Nath Gupta M A	Head Master E A S High School, Muzaffarnagar
15 1445	Mr. Amar Nath Gupta M A	Professor Dungar College Bikaner
16 1637	Mr. Amar Singh Partaria B A	28/16 Phulkhana Cawnpore

Serial No	Register No	NAME	ADDRESS
<i>A—(Concl'd)</i>			
17	1570	Mr Amba Datt Pant, B A, Visharad, c r	Teacher, N R E C Inter College, Khurja
18	631	R S Amba Prasad B A, LL B	Vakil, Naubasta, Agra
19	1205	Mr. Ambika Charan Sharma, M A	Hindi Deptt., St John's College, Agra
*20	68	Mr Amir Chand Mehra, M A	Head Master, Gurnarain Khattar High School, Cawnpore.
21	1577	Mr Amrit Lal K Mathur, M A	Lecturer, Jaswant College, Jodhpur
22	1187	Mr. Anand Behari Lal, B A	J A S High School, Khurja
23	237	Mr. Anand Swarup Sinha, M A	Anand Bhawan, Mansigwala Road, Dehra Dun
24	1220	Mr Anant Ram Nigam, M A	Superintendent, D A - V College Hostel, Cawnpore
25	577	Khan Sahib A N David, B A, L T	Head Master, Husband Memorial High School and Hony Magistrate, Civil Lines, Ajmer
26	1446	Mr. Anop Singh, B A, LL B	Assistant Legal Remembrancer, Mehkma Khas, Jodhpur
27	465	Mr A P Khattri, B COM, LL B	Advocate, P. O. Box No 52 Cawnpore
28	633	Dr A P Mathur, M SC D I C, D SC	Principal and Officer In-charge of Higher Education, Rewa (C I)
29	686	Mr Athar Ali Khan, M A, B SC, LL B	2192, Karoulpara Agra
*30	134	Pandit A y o d h y a Nath Sharma, M A	Professor, S D College, Cawnpore
31	1614	Mr Azizur Rahman Khan, Survery, B A, LL B	C/o Khan Bahadur Abdul Wahid Khan B A, LL B Purani Mandi, Ajmer

**B B B**

32	740	Mr Babu Lal Goyal, B SC, LL B	Vakil, Amar Market, Johri Bazar, Agra
*33	46	Mr Babu Lal Gupta, M SC	Professor of Physics, Victoria College, Gwalior

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B—(Contd)			
34	511	Mr Babu Lal Gupta, M SC	Lecturer in Botany, Agra College, Agra
35	825	Mr Babu Lal Mithal, B A	Rawatpara, Agra
*36	71	Mr Babu Lal Vaish, B A	Income-tax Officer, Dehra Dun.
37	450	Pt Babu Ram Misra, M A, LL B	Lecturer, D A - V College, Cawnpore.
38	781	Mr Babu Ram Sharma, B SC, LL T	99 B, New Mandi, Muzaffarnagar
39	784	Mr Badri Das, B A.	Teacher, S D E High School, Muzaffarnagar
40	1561	Mr Badri Das Jaisalmeria, B A., LL B	C/o B Jamna Das, Jaisalmeria, Nanchokie, Jodhpur
41	309	Mr Badri Narain, M A, LL B	Lecturer, Victoria College, Gwalior
42	7	Mr Badri Prasad Mathur, M A, T D	Principal, R D Educational Institute, Dayalbagh, Agra.
43	1226	Mr Bahori Lal Gupta, B A	Assistant Master, Sir Partap High School, Jodhpur.
44	327	Mr Balak Ram Gangwar, B SC.	Darbar High School, Jodhpur
45	156	Mr Bal Govind Mehrotra, B A.	P. P N High School, Cawnpore
46	392	Mr Balkrishna Das Tandon, M A, LL B	Government Inter College, Almora
47	1610	Mr Ballabh Das Khanna, B A, LL B	Advocate, High Court, Ajmer.
48	1222	Mr. Bal Mukund Gupta, M.A	C/o Professor Kalka Prasad Bhatnagar, M A, D A - V College, Cawnpore
49	792	Mr Balmukund V a i s h, M SC	Municipal Commissioner, Tajganj, Agra
50	435	Mr Balwan Singh, M A.	Lecturer in Commerce, D A - V College, Cawnpore
51	1531	Mr Bankey Bihari Bhatnagar, M A	C/o Professor Nand Lal Bhatnagar, M A, Meerut College, Meerut
52	386	Mr Bankey Lal Govilla, M A., LL B	Professor of Mathematics, Dharam Samaj Inter College, Aligarh

Serial No	Register No	NAME	ADDRESS
<i>B—(Contd)</i>			
53	1545	Mr Ban hi Dhar Kakkar I A I L B	Advocate 97/4 Chhipi Tank Meerut
54	363	Mr Bans Kishore Mehra M S C L I F	Vakil High Court Agra
55	1140	Mr Banwari Lal B COM	Professor of Commerce Meerut College Meerut
56	805	Pt Banwari Lal Sharma M A I T	Lecturer N R E C Inter College Khurja
57	508	Mr B D Kalia M A	Lecturer in English B N S D Inter College Cawnpore
*58	57	Dr Beni Prasad M A PHI D S C	Reader Allahabad Univer sity Allahabad
59	547	Mr Beni Prasad Agar wala M A I L B	Advocate High Court - Katra Road Allahabad
60	1571	Mr Beni Prasad Bhargava B S C	S S P High School Jodhpur
61	574	Mr Bhagirath Mal B S C	Assistant Master Husband Memorial High School Ajmer
62	1505	Mr Bhagwan Das Bhar gava M A B COM F R E S	Head of the Department of Commerce Maharaja College Jaipur
63	1630	Mr Bhagwan Sahai Mud gal B COM	D A V College Office Cawnpore
64	1605	Mr Bhagwati Prasad Beni B A I L B	Baldeo Bhawan Naraina Road Ajmer
65	286	Mr Bhagwati Prasad Darbari M A L T	Lecturer N R E C Inter College Khurja
66	1080	Mr Bhagwati Prasad Sharma B COM	Assistant Master S D E High School Muzaffar nagar
67	1636	Mr Bhagwati Prasad Ti wari M A I COM	Building Inspector Arya nagar P O Nawabgarh Cawnpore
68	347	Mr Bhagwati Prasad Varma B A I L B	Advocate Bhopal C. I
69	775	Mr Bhagwat Prasad B A L T	Assistant Master S D F High School Muzaffar nagar
70	1435	Mr Bhagwat Saran Audholia Bhramar M A B COM	Lecturer Birla Intermediate College, Pilani (Jaipur)



Serial No	Register No	NAME	ADDRESS
<b>B—(Contd.)</b>			
71	1564	Mr Bhagwat Saran Bhatnagar M A	Lecturer D A V College Dehradun
7	1303	Mr Bhairon Prasad Srivastava B A	Ganga Bhawan Colonelganj Cawnpore
73	607	Mr Bhajanlal Chaturvedi B A	Deputy Collector Fatehgarh
74	1507	Mr Bharat Singh Mathur B A LL B	Son of B Pribhu Shankar Vakil Pipalmandi Agra
75	1020	Mr Bhaskar Balwant Godbole B A	Lunapura Camp Mhow C I
76	961	Mr Bhim Sain Gupta B A	Asstt Teacher A V I High School Kasganj
77	1091	Mr Bhu Deva Sharma M A	Prof Christ Church College Cawnpore
78	1584	Mr Bhup Singh Varma B A	Shri Umed School Jodhpur
*79	50	Pandit Bihari Lal Sharma B A LL B	Belanganj Agra
80	972	Mr Bharilal Varma B A	Vice Principal S D P In ter College Beawar
81	1533	Mr Bijai Kumar Bose B A	C/o I B Bose Esq, M A LL B Pleader, Ibn Lane Meerut
82	1522	Mr Balash Chandra Jaina B Sc (Ar)	Asstt Cane Development Officer Jaswant Factory Zone Prempur Meerut City
83	226	Mr Bindeshri Prasad Sinha B A LL B	Advocate Pipalmandi Agra
84	217	Mr Bipin Behari Gupta M Sc	Prof of Biology Maharaja's College Jaipur
85	111	Mr Bishambhar Daryal M Sc	Asstt Prof, D A V College Cawnpore
86	1244	Mr Bishambhar Dutt B A	Dy Inspector of Schools Klandari Bazar Fyzabad
87	357	Mr Bishambhar Lal Vaish M Sc	Prof of Chemistry Agra College Agra
88	622	Mr Bishambhar Nath Chaturvedi B A	183 Raja Dinendra Street, Shyam Bazar Calcutta
89	1218	Mr Bishan Gopal Kacker B Sc	D A -V College Cawnpore
90	438	Mr B L Khanna M A	Daly College Indore, C I

Serial No	Register No	Name.	ADDRESS
B—(Contd)			
91	52	Mr B M Khanna, M A, LL B	University College, Rangoon
92	613	Mr Brahma Datta Bajpai, B A, A T C	Asstt Teacher, D A-V High School, Cawnpore
93	1514	Mr Brij Behari Lal Kulshrastha	C/o Mr T B Lal, B Sc (Ag) Asstt, I A R I, Research Asstt Botany Department, Agra College, Agra
94	467	Mr Brij Bhushan Lal Kashua, M A, LL B	Mohalla Kayasthawara, Sikandrabad, Buland- shahr
95	84	Rai Bahadur B Brijendra Swarup B A, LL B	161, Civil Lines, Cawnpore
*96	155	Mr Brij Gopal Bhatnagar, M A	6, Bank Road, Allahabad
97	1245	Mr Brij Gopal Tiwari, M A, L T, LL B	Head of the English Dept and Lect in Logic, BNSD Inter College, Cawnpore
98	1499	Mr Brij Kishore Kakkar, B A, LL B	Pleader, Briham Villa, Meerut
99	912	Mr Brij Krishna Dar, B A, LL B	Advocate, Chilli Int, Agra
100	1609	Mr Brij Krishna Das Badgrel	Kala Bagh, Ajmer
101	1063	Dr Brij Mohan Mehrotra, M A, PH D	H 9 Staff Quarters, Hindu University, Benares
102	1293	Mr. Brij Mohan Rawat, B SC, LL B	45, Civil Lines, Agra
103	890	Mr. Brij Nandan Lal, B sc	Munsif, Khurja
104	1574	Mr Brij Nandan Lal, B A	Vakil, Fatehgarh
105	54	Mr Brij Nath Mithal, B sc, LL B	Advocate, High Court, Meerut
106	628	Mr Brij Raj Bihari Mathur, M A, L T.	Lecturer, Darbar Inter College, Rewa, (C I)
107	1585	Mr B S Binod, B A	Editor, "The Sunday Times", Meerut
108	1631	Mr. Budhsen Nigam, M A	Lecturer, D A-V College, Cawnpore

Serial No	Register No	NAME	ADDRESS.
		C C C	
109	434	Rao Bahadur Th Chain Singh, M A, LL B, FRES	Pokran House, Jodhpur.
*110	73	Mr Chaman Lal Mital, M SC	Professor, Maharaja's College, Jaipur
111	1153	Rai Bahadur Pt Champa Ram Misra, B A	Dewan and President of the Council of Administration Chhatarpur State
112	1294	Mr Chagan Mal B Rathu, M SC	34 Main Street, Nasirabad, (Raj)
113	1468	Mr Chand Bihari Lal Mathur, B A	Head Master, Vidyashala, Jodhpur
114	1450	Mr Chand Prasad Kapur, M A, B SC.	Asstt Head <sup>1</sup> Master, Sadul High School, Bikaner
115	1521	Mr Chand Narain Haksar, M SC	Circular Road Morar, (Gwalior).
116	1164	Mr Chandra Bhan Gupta, B COM	Commerce Teacher, Seth Gyan Ram Bansidhar Podar High School, Nawalgarh, (Jaipur)
117	1520	Mr Chandra Bhan Gupta, M A, B COM	Department of Commerce, St John's College, Agra
118	310	Mr Chandra Deo Prasad Srivastava, B COM	Asstt Professor, D A -V College, Cawnpore
119	1262	Kr Chandra Dip Singh, B A, L T	Supdt of Education, Bundi State
120	1588	Mr Chandra Gupta Versh neva B SC	Hathi Bhata Ajmer
121	2	Mr Chandrapuri Goswami, M A, LL B	Professor, Agra College, Agra
122	508	Mr Chandra Shekhar Vajpai, M SC, L T	Head Master, D A -V High School, Azamgarh
123	1461	Mr Chandu Lal Keshav Lal Mehta B A	Darbar High School, Jodhpur
124	330	Mr Charan Das Mital, B A, L T	Asstt Master Government High School, Meerut
125	1161	Mr Chaturbhuj Narain Agarwal B SC, LL B	Supdt Hari Nagar Sugar Mills Ltd P O Ram Nagar, Champaran, (Behar)
126	9-9	Mr Chatur Bhuji Vajpai, B COM	Accountant, Intermediate Board Ajmer
*127	69	Mr Chhail Behari Kapoor, B A, LL B	Mohalla Beharipur Bareilly

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B—(Contd)			
91	52	Mr B M Khanna M A LL B	University College Rangoon
9	613	Mr Brahma Datta Bajpai B A A T C	Asst Teacher D A V High School, Cawnpore
93	1514	Mr Brij Behari Lal Kulshrastha	C/o Mr T B Lal B S (Ag) Asst I A R I Research Asstt Botany Department Agra College Agra
94	467	Mr Brij Bhusin Lal Kashiva M A LL B	Mohalla Kayasthawara Sikandralad Buland shahr
95	84	Raj Bahadur B Brijendra Swarup B A LL B	161 Civil Line Cawnpore
*96	155	Mr Brij Gopal Bhatnagar M A	6 Bank Road Allahabad
97	1245	Mr Brij Gopal Tiwari M A L T LL B	Head of the English Dept and Lect in Logic BNSD Inter College Cawnpore
98	1499	Mr Brij Kishore Kakkar B A LL B	Pleader Briham Villa Meerut
99	912	Mr Brij Krishna Dar B A LL B	Advocate Chuli Int Agra
100	1609	Mr Brij Krishna Das Badgrel	Kala Bagh Ajmer
101	1063	Dr Brij Mohan Mehrotra M A PH D	H Q Staff Quarters Hindu University Benares
102	1293	Mr Brij Mohan Rawat B SC LL B	45 Civil Lines Agra
103	890	Mr Brij Nandan Lal B SC	Munsif Khurja
104	1574	Mr Brij Nandan Lal B A	Vakil Fatel garh
105	54	Mr Brij Nath Mithal B SC LL B	Advocate High Court Meerut
106	628	Mr Brij Raj Bihari Mathur M A L T	Lecturer Darbar Inter College Kewa (CI)
107	1585	Mr B S Binod B A	Editor "The Sunday Times", Meerut
108	1631	Mr Budhsen Nigam M A	Lecturer D A V College Cawnpore

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111	1153	Rai Bahadur Pt Champa Ram Misra, B A	Dewan and President of the Council of Administration Chhatarpur State
112	1294	Mr Chagan Mal B Rathi, M SC	34 Main Street, Nasirabad, (Raj)
113	1468	Mr Chand Bihari Lal Mathur B A	Head Master, Vidyashala, Jodhpur
114	1450	Mr Chand Prasad Kapur, M A, B SC	Asstt Head Master, Sadul High School, Bikaner
115	1521	Mr Chand Narain Haksar, M SC	Circular Road, Morar, (Gwalior).
116	1164	Mr Chandra Bhan Gupta B COM	Commerce Teacher, Seth Gyan Ram Bansidhar Podar High School Nawalgarh, (Jaipur)
117	1520	Mr Chandra Bhan Gupta, M A, B COM	Department of Commerce, St John's College, Agra
118	310	Mr Chandra Deo Prasad Srivastava B COM	Asstt Professor, D A V. College, Cawnpore
119	1262	Mr Chandra Dip Singh, B A, L T	Supdt of Education, Bundi State
120	1588	Mr Chandra Gupta Vershneva, B SC	Hathi Bhata Ajmer
121	2	Mr Chandrapuri Goswami, M A, LL B	Professor, Agra College, Agra
122	908	Mr Chandra Shekhar Vajpai, M SC, L T	Head Master, D A-V High School, Azamgarh
123	1461	Mr Chandu Lal Keshav Lal Mehta B A	Darbar High School, Jodhpur
124	330	Mr Charan Das Mital, B A, L T	Asstt Master, Government High School, Meerut
125	1161	Mr Chaturbhuj Narain Agarwal B SC, LL B	Supdt Hari Nagar Sugar Mills Ltd, P O Ram Nagar, Champaran, (Behar)
126	9-9	Mr Chatur Bhuj Vajpai, B COM	Accountant Intermediate Board Ajmer
*127	69	Mr Chhail Behari Kapoor, B A, LL B	Mohalla Beharipur, Bareilly

Serial No	Register No	NAME	ADDRESS
<b>C—(Concl'd)</b>			
128	319	Mr Chhail Behari Lal B A	Pleader, Pipal Mandi Agra
129	1144	Mr Chhaju Lal Sharma B A, B T	Asstt Master, Darbar High School, Jaipur
130	1431	Mr Chotay Khan B A, L T	Principal, Mian Sahab's G I Inter College, Gorakhpur
131	920	Mr Chunni Lal Agrawala, B SC LL B	Advocate Ghee Mundi, Naya Bazar, Ajmer
132	1593	Mr C Jacob B A, LL B	Advocate, Civil Lines Ajmer
133	294	Mr C L Mehrotra M A, B COM	Lecturer in Economics, B N S D Inter College Cawnpore
134	302	Mr C R Chaturvedi, M A	Professor, St John's College Agra
135	854	Mr C S Krishna Murti, M SC	Bagh Muzaffar Khan, Agra
136	1473	Mr Cyril L Clive, M SC	Ewing Christian College Allahabad
<b>D D D</b>			
137	208	Mr Dalel Singhi Chowdhry M SC	Nawabganj, Cawnpore
138	670	Mr Daras Bahadur Bajal, M A, LL B	Maithan, Agra
139	1339	Mr Dashrath Mal Singhvi B A	Moti Chauri Jodhpur
140	1224	Mr Dattatraya Vishwanath Wadadkar B A	61, Jaswant Sarai Buildings Jodhpur
141	135	Mr Daya Narain Nigam, B A	Editor, 'Zamana' and 'The Azad', Cawnpore
142	1257	Mr Debi Datt Joshi B SC	Asstt Master, Government Inter College Allahabad
143	1207	Mr Debi Narain Simlote, B SC, LL B	Advocate Kayastha Mohalla Ajmer
144	442	Mr Deep Chandra M A LL B	Muzaffarnagar
145	317	Mr. Deo Datt Arora B SC	714, New Civil Lines Cawnpore
146	1597	Mr Deo Datt Sharma, M A LL B	Vakil Kainsarganj, Ajmer
147	1641	Mr Deoki Nandan Awasthi, B COM	Shri Marwari Inter College Cawnpore
148	1586	Mr Deoki Nandan Sharma M A	Professor, Govt College Ajmer
149	1643	Mr Devendra Swarup B A, LL B	Advocate, Civil Lines Cawnpore

Serial No.	Register No.	NAME	ADDRESS
D—(Contd.)			
10	1566	Mr Devi Chand Shah M A	Darbar High School Jodhpur
151	20	Munshi Devi Prasad B A L T	Head Master Bench High School Rajgarh State C I (Biaora)
152	15	Mr Devi Prasad Khattri B A, L T	Head Master Pandit Prithvi Nath High School Cawn pore
153	1491	Mr Dev Raj Suda B SC LL B	Vakil Collectorate Agra
154	1271	Mr Dhanpat Rai Gupta M A	Head Master Municipal A V School and Inspector Municipal Schools Ajmer
155	187	Mr Dhanrajpur Goswami M A	15/146 Civil Lines Cawn pore
156	1532	Mr Daram Chand Bajaj B SC	C/o B Dhan Chand Head Clerk Meerut College Meerut
157	453	Mr Daramvir Singh M A	Professor of Mathematics Meerut College Meerut
158	1539	Mr Dharendra Nath Goyal B A	Tilak Road Meerut
159	310	Mr Dhuru Singh M A LL B	Assistant Professor of Economics Meerut College Meerut
160	249	Mr Dina Nath Bhargava M A	Jaswant College Jodhpur
*161	137	Pandit Dina Nath Kunzru B A	Chhili Int Agra
162	1509	Mr Dina Nath Mehta M A B COM	Gokulpura Agra
163	1537	Dr Dora Lal Dubey M A PH D	Professor Meerut College Meerut
164	1375	Mr Durbar Singh M SC LL B	I O Bisauli District Budaun, U I
165	112	Mr Durga Das B A A T C	Teacher Kherja (District Bulandshahr)
166	1490	Mr Durga Prasad Mehra B A LL B	Advocate Panna Gal Agra
167	287	Mr Dwarka Nath Bhargava, P A	Rajput School Jodhpur
168	1535	Mr Dwarka Prasad Bhatnagar M A, LL B	Pralad Batika Meerut
169	1515	Mr Dwarka Prasad Gupta M SC	C/o Professor H Tandon, Moti Bazar Agra

Serial No	Register No	NAME	ADDRESS
		F F F	
170	301	Mr Frederick Clayton Bosman, B SC	Bagh Muzaffar Khan, Agra
		G G G	
171	1590	Mr Gajendra Nath Bhargava, B SC, LL B	Tax Superintendent, Municipal Committee, Ajmer
172	1508	Mr Gajraj Singh Chauhan, M A, LL B	Man Noble's School, Goner P O Sheodaspur, (Jaipur State)
173	276	Mr Ganesh Lal Mathur, B A	Head Master, Sir Pratap High School, Jodhpur
174	937	Mr Ganesh Prasad Sakseena, B A, LL B	Vakil, Grand Parade, Cawnpore
175	726	Mr Ganga Dayal Shukla M A	Lecturer in Eng Literature, D A-V College, Dehra Dun
176	1223	Mr Ganga Narain Tandon, B A, LL B	Kali Charan High School Lucknow
177	1630	Mr Ganpati Narsinha Kala, B SC	Head Clerk, Victoria College, Gwalior
178	1549	Mr Gauri Dayal Mathur, M A, M SC	Lecturer, Meerut College, Meerut
179	1433	Mr Gauri Shanker, M A	Gali Kanoongoyan Ramdas ki-Mandi, Muttra
*180	18	Mr Gauri Shankar Verma, B SC, LL B	Subordinate Judge, Gonda
181	1558	Mr Girraj Saran Singh, B A, LL B	C/o Professor Kashi Prasad Civil Lines, Agra
182	1516	Miss Gladys Rose Clive, M A	Principal, Prem Vidyalaya Dayalbagh, Agra
183	80	Mr G N Bose-Mullick, M A	Professor, Meerut College, Meerut
184	1137	Mr G N Jhalani, M A, LL B	Head Master Darbar High School, Jaipur
185	316	Mr Gokaran Nath Misra B.A	Assistant Master, B N S D, Inter College, Cawnpore
186	235	Mr Gokul Chand, M A, LL B, T D	Principal, K. P Inter College, Allahabad
187	1503	Mr Gokul Chand Tandon, M A	Kuncha Sadhu Ram, Agra
188	1616	Mr Gopal Das, B A	C/o Rai Bahadur Shiva Charan Das, Ajmer
*189	129	Pandit Gopi Nath Kunzru, B A, LL B	Advocate 14 Clive Road, Allahabad



Serial No	Register No	NAME	ADDRESS.
G—(Contd )			
190	1565	Mr Gopi Nath Mahotra, B COM	Hony Magistrate and Treasurer, Reserve Bank of India, Cawnpore
191	1540	Mr Gopi Nath Sinha, B A, LL B	Advocate, Meerut City
192	1070	Dr Gorakh Prasad, B SC	Reader in Mathematics, Allahabad University, Allahabad
193	783	Mr Govind Behari Agrawal, B A	Teacher, S D E High School, Muzaffarnagar
194	1150	Mr Govind Narain Sahasra, M A, L T	Quanongoyan Street, Aligarh.
195	411	Mr Govind Narain Singh, M A, T D	Head Master, Darbar High School, Jodhpur.
196	611	Mr Govind Prasad Nigam, B SC, LL B, L T	Patkapur, Cawnpore
197	178	Mr Govind Prasad Srivastava, B A	Professor of English, Maharaja's College, Jaipur
198	536	Mr Govind Ram Gupta, M A, LL B	Distt and Sessions Judge, Kishangarh State, Rajputana
199	1111	Mr. G R Toshniwal, M SC	Department of Physics, University, Allahabad
200	1307	Mr. Gulab Chand Jain, B A	Generalganj, Cawnpore
201	1291	Mr Gulab Rai, M A.	Delhi Gare Colony, Agra
202	831	Mr Gulab Ram Dave, M A, L T	Mansadevi, Agra
203	1314	Mr Gulab Singh Lodhe, B A, LL B	Raoji Sahib's Haweli, Jodhpur
204	1426	Mr. Gurdutt Govil, B A, LL B	Vakil, Knurja
205	9	Munshi Gur Prasad Mathur, B A	Member in charge, Education and Home, Dayal Bagh, Agra
206	1550	Mr. Guru Prasad Tandon, M SC, L T	C/o Mr Bans Kishore Mehra, Seetla Gali, Agra
207	810	Mr Gyananand Deva B SC	Teacher, S S P. High School, Jodhpur
208	292	Gyan Saran Kapur, M SC, LL B	Lecturer, Darbar Inter. College, Rewa, C I

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170	301	Mr Frederick Clayton Bosman, B SC	Bagh Muzaffar Khan, Agra
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171	1590	Mr Gajendra Nath Bhargava, B SC, LL B	Tax Superintendent, Municipal Committee, Ajmer
172	1508	Mr Gajraj Singh Chauhan, M A, LL B	Man Noble's School, Goner P O Sheodaspur, (Jaipur State)
173	276	Mr Ganesh Lal Mathur, B A	Head Master, Sir Pratap High School Jodhpur
174	937	Mr Ganesh Prasad Sakseena B A, LL B	Vakil, Grand Parade, Cawnpore
175	726	Mr Ganga Dayal Shukla, M A	Lecturer in Eng Literature, D A - V College, Dehra Dun
176	1223	Mr Ganga Narain Tandon, B A, LL B	Kali Charan High School Lucknow
177	1650	Mr Ganpati Narsinha Kala, B SC	Head Clerk, Victoria College, Gwalior
178	1549	Mr Gauri Dayal Mathur, M A, M SC	Lecturer, Meerut College Meerut
179	1433	Mr Gauri Shanker, M A	Gali Kanoongoyan, Ramdas ki-Mandi, Muttra
*180	18	Mr Gauri Shankar Verma, B SC, LL B	Subordinate Judge, Gonda
181	1558	Mr Girraj Saran Singh, B A, LL B	C/o Professor Kashi Prasad Civil Lines, Agra
182	1516	Miss Gladys Rose Clive, M A	Principal, Prem Vidyalaya Dayalbagh Agra
183	80	Mr G N Bose-Mullick, M A	Professor, Meerut College Meerut
184	1137	Mr G N Jhalani, M A, LL B	Head Master, Darbar High School, Jaipur
185	316	Mr Gokaran Nath Misra, B A	Assistant Master, B N S D. Inter College, Cawnpore
186	235	Mr Gokul Chand, M A, LL B, T D	Principal K P Inter College Allahabad
187	1503	Mr Gokul Chand Tandon, M A	Kuncha Sadhu Ram, Agra
188	1616	Mr Gopal Das, B A	C/o Rai Bahadur Shiva Charan Das, Ajmer
*189	129	Pandit Gopi Nath Kunzru, B A, LL B	Advocate 14, Clive Road, Allahabad

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190	1565	Mr Gopi Nath Mahrotra B COM	Honv Magistrate and Treasurer, Reserve Bank of India, Cawnpore
191	1540	Mr Gopi Nath Sinha, B A, LL B	Advocate, Meerut City
192	1070	Dr Gorakh Prasad, B SC	Reader in Mathematics, Allahabad University, Allahabad
193	783	Mr Govind Behari Agrawal, B A	Teacher, S D E High School, Muzaffarnagar
194	1150	Mr Govind Narain Saharia, M A, L T	Quanongoyan Street, Aligarh.
195	411	Mr Govind Narain Singhal, M A, T D	Head Master, Darbar High School, Jodhpur.
196	611	Mr Govind Prasad Nigam, B SC, LL B, L T	Patkapur, Cawnpore
197	178	Mr Govind Prasad Srivastava, B A	Professor of English, Maharaja's College, Jaipur.
198	536	Mr. Govind Ram Gupta, M A, LL B	Distt and Sessions Judge, Kishangarh State, Rajputana
199	1111	Mr. G R Toshniwal, M SC	Department of Physics University, Allahabad
200	1307	Mr Gulab Chand Jain, B A	Generalganj, Cawnpore
201	1291	Mr Gulab Rai, M A.	Delhi Gare Colony, Agra
202	831	Mr Gulab Ram Dave, M A, I T	Mansadevi, Agra
203	1314	Mr Gulab Singh Lodhe, B A LL B	Raoji Sahib's Haweli, Jodhpur
204	1426	Mr Gurdutt Govil, B A, LL B	Vakil, Knurja
205	9	Munshi Gur Prasad Mathur, B A	Member in charge, Education and Home, Dajal Bagh, Agra
206	1550	Mr Giru Prasad Tandon, M SC, L T	C/o Mr Bans Kishore Mehra, Seetla Gali, Agra
207	810	Mr Gyananand Deva, B SC	Teacher, S S P. High School, Jodhpur.
208	292	Gyan Saran Kapur, M SC, LL B	Lecturer, Darbar Inter. College, Rewa, C I

Serial No.	Register No	NAME	ADDRESS
		H H H	
209	849	Dr Har Dutt Sharma, M A I I D	Prof of Sanskrit and Pal Sir Parashuram Blau College Poona
210	1506	Mr Har Govind Singh B A	Teacher Darbar High School Jodhpur
211	1469	Mr Hari Dutta Sharma B SC	Shri Sumar School Jodhpur
212	914	Mr Hari Kishan Gupta B A L I B	Belanganj Agra
*213	119	Lala Hari Raj Swarup M A L L B	S/o the late Honble Ila Sukbir Sinha Member Council of State Muzaf farnagar
214	798	Mr Hari Raman Bhargava M SC	Halwai Gali Agra
215	681	Sahityacharya Hari Ram Chandra Diwekar, M A D I I T	Head Master V C H School Lashkar
216	790	Mr Hari Ram Gupta B SC I T Visharad	Science Teacher Baptist Mission High School Jeoni Mandi Agra
217	1179	Mr Hari Ram Gupta B A L L B	Vakil, Khurja U P
218	562	Mr Hari Shankar Gaur gya B SC L T	Asstt Teacher D A V High School Allahabad
219	1461	Mr Hari Shankar Pathak B COM	Reserve Bank of India Cawnpore
220	197	Mr Har Prasad Bagchi M A I I B	Advocate Agra
221	582	Mr Har Prasad Kaul B A L I B	Govt and State Contractor Shanai Works P O Aujar, (Cutch State)
222	601	Clowdhry Har Prasad Singh M A L L B	Income tax Officer Meerut
223	487	Pt Har Swarup Sharma M A	Asstt Master Devanari Intermediate College Meerut
224	170	Mr Hazari Lal Kapoor B A L I B	Advocate 2 Stanley Road Allahabad
225	10	Mr Hazari Lal Rohatgi M SC	15/146 Civil Lines, Cawn pore
226	955	Mr Henry M A	Lecturer in History Jaswan College Jodhpur
*227	4	Mr Hira Lal Khanna M SC	Principal B N S D Inter College Cawnpore

Serial No	Register No	NAME	ADDRESS
<b>H—(Concluded)</b>			
*28	141	Pandit Harday Nath Kun B A B C	Servants of India Society Allahabad
<b>I I I</b>			
29	1184	Mr Ilne Abbas Abbasi B A LL B	Subah and Distt Magistrate Bhilsa (Gwalior)
230	1646	Mr Indra Narayan Pande B A	Proprietor Indra & Co Sta tion Road Jodhpur
231	1464	Mr Indra Raj Acharya B A	Darbar High School Jodh pur
232	1447	Pandit Iqbal Nath Kaul B A	Partition Officer and Secre tary Finance Relief Committee Govt of Jodhpur Jodhpur
*233	154	Dr Ishwari Prasad M A, LL B DITT	Reader in History Univer sity Allahabad
234	1257	Mr Ishwari Prasad Khan delwal B COM LL B	Kacherighat Agra
235	543	Mr Ishwar Saran Gupta B SC LL B	Pleader Mandi Said Khan Agra
<b>J J J</b>			
236	1210	Chowdhry Jaband Lal Dutt, M A LL B	Advocate High Court Daw lat Bagh Road Ajmer
237	1456	Mr Jabarmal Bhandari B A	Jata Bas Jodhpur
238	1434	Mr Jado Prasad M A	C/o Rai Bahadur Hari Pra sad Jaipur Road Ajmer
239	1601	Mr Jagat Nandan Bhar gava B A, LL B	Additional Distt and Ses sions Judge Ajmer
240	1548	Mr Jagat Narain B A	Additional Dy Cane Divi sional Officer Meerut
241	1068	Mr Jagat Narayan Mital B A LL B	Advocate and Government Pleader Bulandshahr
242	1530	Mr Jagdamba Prasad Bhatnagar B A	14 Doctor's Lane Goal Market New Delhi
243	1460	Mr Jagdamba Prasad Ka poor M A B T	Asstt Master Venkat High School Satna C I
244	1648	Mr Jagdish Prasad B A	Plot No 94 Road No 1 Sardapura Jodhpur
245	1453	Mr Jagdish Prasad Agra wal B C M	Son of Baba Gava Prasad Agrawal Bookseller Bankey Villas City Sta tion Road Agra

Serial No.	Register No	NAME	ADDRESS.
<b>J—(Contd)</b>			
246	513	Mr Jag Ram Gupta, M SC, L T, L I B	Demonstrator, Agra College, Agra
247	248	Mr, Jai Bihari Lal, B A	Agent, Sun Life Assurance Co of Canada, Bharat- pur House, Riverside, Agra
*248	121	Mr Jaideva Singh, M A, L T	Assistant Professor of Eng- lish, D A-V. College, Cawnpore
249	565	Mr Jai Krishna Das Guj- rati, B SC, L I B	Vakil, Namak ki-Nandi, Agra
250	1343	Mr Jai Lal Sharma B A	C/o Pt Shyam Lal Dave, B A, L I B, Advocate, Ja- lori Bas, Jodhpur
251	1139	Mr Jainendra Prasad B A, A T C	177, Chhupiwara Street, Meerut
252	738	Mr Jainti Prasad Gupta, M SC, L T	D A-V High School, Ba- daun
253	1523	Mr Jamna Prasad Gupta, M A, L T	Kr M V High School, Atrauli (Aligarh)
254	1232	Mr Janak Prasad, B A	Narsingh Dara Jodhpur.
255	1175	Mirza Jarrar Husain Kazalbash, B A	Senior Auditor, C/o The ' Examiner, Local Fund Account, Allahabad
256	167	Mr Jaswant Narayan Ma- thur, M A	C/o B Raghubans Narain Sahib Uda, Mandir Asan, Jodhpur.
257	960	Sardar Jaswant Singh, M A, B SC, A D	Principal, English Naturo- pathic College, 57, Gwynne Road, Lucknow
258	1454	Mr Jatan Raj Mehta, B A, L I B	Vakil, Jata Bas, Jodhpur
259	372	Mr Jayanti Prasad Sak- sena, B A, L I B	Vakil Law Press, Parade Cawnpore
260	1147	Mr J D Jain, B A	Senior Auditor Workshop B I Ry Station, Lal- loah (Howrah)
261	1451	Mr J D Vaish, M A, B SC	Sadul High School, Bika- ner.
262	1617	Mr J N Mehra B A, L I B	Babu Mohalla, Ajmer
263	1484	Mr. Jaluruddin Khan M A	Lecturer, St Andrew's Col- lege Gorakhpur.
264	1476	Mr John S Gideon, M A, B COM	St John's College, Agra

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<b>J—(Concl'd)</b>			
265	300	Mr Joti Prasad Upadhyaya, M.A., LL.B., M.L.C.	Advocate, Moti Kutra, Agra
266	1143	Mr Jugal Kishore Mathur B.Sc.	Khazane-wa'on ka Rasta, Chandpole Bazar, Jaipur
267	210	Mr Jugal Singh M.A., LL.B. DIP. ED. Bar-at Law	Education Department, Bikaner
*268	100	Mr Jwala Prasad Singhal M.A., LL.B. F.R.E.S.	Holkar College, Indore
269	710	Mr Jyoti Prasad Agarwala M.A.	Lecturer in Mathematics, Agra College, Agra
<b>K K K</b>			
270	1559	Mr Kachawa Man Mohan Singh, B.A.	Police Magistrate Sardarpur, Jodhpur
271	853	Mr Kailash Narain Mathur, B.A., L.T.	Senior Assistant Master, St. John's School, 3384, Pipal Mandi, Agra
272	1133	Mr Kailash Narain Srivastava M.A., L.T.	Prag Narain Temple, Cawnpore
*273	44	Mr Kalka Prasad Bhatnagar, M.A., LL.B.	15/37, Civil Lines, Cawnpore
274	1482	Mr Kalka Prasad Mathur, B.Sc. LL.B.	Vakil, Ha'hira
275	1495	Mr Kalka Prasad Sharma, B.COM.	C/o B. Bans Kishore Mehra, Advocate, Seetla Gali, Agra.
276	646	Mr Kalvan Mall Bapna B.A., LL.B.	Baxibagh, Indore
277	1522	Mr Kameshwar Nath Raina M.A.	N. R. E. C. Inter College, Khurja, U.P.
278	1157	Mr Kamta Prasad Jain, M.A., B.Sc., L.T.	Head Master, D. Jain High School, Baraut, (Meerut)
279	230	Mr Kanhaiya Lal, M.Sc.	Professor, Government College, Ajmer
280	202	Mr Kanhaiya Lal, B.A., L.T.	Assistant Master, D. A. V. High School, Cawnpore
281	1152	Mr Kanhaiya Lal Govil, M.A., B.COM.	Lecturer, Comm. Department, U.N.A. Allahabad.
282	1225	Mr Kanhaiya Lal H. Mathur, M.A.	Master, Sir School

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K—(Contd)			
183	181	Mr Kanhaiya Lal Mathur M A B SC	Reader in Mathematic Jaswant College Jodhpur
184	463	Pt Kanhaiya Lal Misra M A B SC	Professor D A V College Cawnpore
85	13	Mr Kanhaiya Lal Sak senior M SC	Professor of Botany Victoria College Gwalior
*186	45	Mr Kanhaiya Lal Varma M A	Senior Professor Maharaja's College Jaipur
187	1497	Mr Kanhaiya Lal Kakkar B SC	Briham Villa Chhipi Tank Meerut
188	776	Mr Kanji Mal B SC L T	Teacher S D E High School Muzaffarnagar
89	580	Mr Karam Ghani Khan M A	Professor of History Go vernment College Ajmer
290	1492	Mr Kare Lal Verma B A LL B	Vakil Collectorate Agra
291	1541	Mr Karrar Hussain Ansary M A	Lecturer in English Meerut College Meerut
292	275	Mr Kashi Prasad M A	Professor Agra College Agra
*293	115	Mr Kashi Prasad Varma B A	Sub Dy Inspector of School Begam Bagh Meerut
294	1634	Mr Kashi Ram Misra B A LL B	Vill Bilsor Puwayana P O Raja ka Rampur Distt Etah
295	1544	Kazi Bashiruddin Ahmad B A LL B	Advocate near Tahsil Meerut City
296	734	Mr Kedar Dat Pande M SC	Lecturer St John's College Agra
297	169	Mr Kedar Nath Gupta M A T D	Normal School Allahabad
298	173	Mr Kedar Nath Gupta B SC	Assistant Professor of Zoology Hindu Univer sity Benares
99	541	Mr Kedar Nath Gupta B A L T	Second Master S R C V High School Ferozabad Agra
300	460	Pt Kedar Nath Misra M A I T	M S V Pathshala Kalpi (U P)
301	197	Mr Keshab Dayal Gupta B A	Assistant Public Service Commission Kennedy House Annexe Smla
302	590	Mr Keshava Chandra Verma B A	16/53 Civil Lines Cawnpore



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K (Contd)			
*303	1133	Pandit Kesho Nath Kun zru B A	Chhuli Int, Agra
304	630	Mr Kesho Prasad Ma thur M SC	Tutor of Maharaj Kumar Sahib of Rewa, 90 Sanyogitaganj, Indore
305	585	Kunwar Kesri Singh B A	Excise and Customs Com- missioner, Udaipur
306	1149	Mr Kishan Lal Agarwal M A, B COM	Railway Road Aligarh
307	1169	Mr Kishan Lal Kichlu B SC	Head Master Government High School, Buland shahr
*308	104	Mr Kishori Lal Gupta, B A, L T M R A S	Head Master, D A - V High School, Muzaffarnagar
309	1429	Mr K N Khandekar, M A	Head Master, Sri Sum e r Pushkar High School Jodhpur
310	567	Mr K P Haldar, M SC	Assistant Professor of Phy- sics and Chemistry, Go- vernment College Ajmer
*311	53	Mr Kripa Shankar Hajela, M A, M SC, LL M	Advocate Bara Banki
312	1425	Mr Kishan Chand Mital, B A	Darbar High School, Jodhpur
313	811	Mr Krishen Sahai Garg, B A, LL B	Agarwalonki Bagichi Umed- pura Jodhpur
314	326	Mr Krishna Chandra Banerjee M SC	Professor St John's College, Agra
315	1600	Mr Krishna Gopal Shar- ma, B A, LL B	Pleader Naya Bazar Ajmer.
316	464	Pt Krishna Kumar Pathak B A, LL B	Law Lecturer Allahabad University, Allahabad
317	1639	Mr Krishna Kumar Pra- dhan M A	554 Anand Bagh, Cawnpore
318	922	Mr Krishna Mohan Kaul M A LL B	Lecturer in History and Civics S D College Beawar
319	1432	Mr Krishna Murari Lal Sharma M A	Mayo Chief's College, Ajmer
320	533	Mr Krishna Nand Pant, M A, M O L, Sahitya- charya	Professor of Hindi, Meerut College, Meerut

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<b>K—(Concl'd)</b>			
*321	143	Mr Kshetresa Chandra Chattopadhyaya, M A	Sanskrit Department, University, Allahabad.
322	627	Rai Saheb Kulwant Rai, M A	Director of Public Instruction, Udaipur
323	1513	Dr Kunj Bihari Lal, D SC, A I C	3645 Pipalmandi, Radhaswami Lane, Agra
324	1438	Mr Kunwar Bahadur, B A	Teacher, D B Inter College Gorakhpur
325	1624	Mr Kunwar Bahadur Bhatnagar, M A	Lecturer, Agra College, Agra
326	1502	Mr Kunwar Pal Singh, B A LL B	C/o B Bans Kishore Mehra Sitla Gali, Agra
327	473	Thakur Kunwar Singh, B A	Assistant Master, Balwant Rajput Inter College, Agra

## L L L

328	894	Mr Lachman Singh B A, LL B	Pleader, Sunder Bhawan Near Budhana Gate, Meerut
329	174	Dr Lakshmi Chandra Jain, M A, LL B, PH D, D SC, I RES, F S S	University Professor of Economics, Lahore
330	179	Mr Lakshmi Narain M SC	Professor of Chemistry, Bareilly College, Bareilly
331	1448	Mr Laxmi Narain Chhangri, B A	Jallop Mohalla Jodhpur
332	1196	Mr Lakshmi Narain Dikshit, M A	Professor of Hindi Maharana's College, Udaipur
333	1151	Mr Lakshmi Narain Dube, B A, LL T	2nd Master D A -V. High School, Mahoba, (Hamirpur)
*334	42	Mr Lakshmi Narayan Gupta, M SC	Sewak Ashram, Dehra Dun
335	1176	Mr Lakshmi Narain Tandon, B A	Assistant Master, N R E C College, Khurja
336	1421	Mr Lakshmi Narain Upadhyaya, B A	Lecturer, Government Training College, Agra
337	1100	Mr Lakshmi Narayan Mathur, B A, LL T	Head Master, J A S. High School, Khurja
338	447	Kunwar Lalit Kishore Chaturvedi, M A, B SC	C/o Rai Bahadur Pt Bishambhar Nath Sahib M A, Sir Raghunath Bhawan-Chhipatti, Etawah, U P.

Serial No	Register No	NAME	ADDRESS
<b>L - (Concl'd)</b>			
339	361	Mr Lalta Prasad Sakya M SC	Demonstrator Agra College Agra
340	398	Mr L C Dhariwal M A, LL B	Professor of Economics Holkar College Indore
341	845	Mr Lila Dhar Gupta M A	Lecturer in English Allaha bad University Allahabad
*342	63	Mr L P Mathur M SC	Head of the Biology Depart ment St John's College Agra
<b>M M M</b>			
343	1170	Mr Madan Behari Tawa B A LL B	Pleader 41 Civil Lines Agra
344	165	Mr Madan Lal Jain M A L T	Government High School Muttra
*345	78	Mr Madan Mohan M A	Professor Meerut College Meerut
346	918	Mr Madan Mohan Lall Kaul B A LL B	Advocate and Assistant Public Prosecutor Ajmer
347	1557	Mr Madan Molan Nath Kunjru B A LL B	Cawnpore Woollen Mills Cawnpore
348	56	Rai Saheb Madan Mohan Seth M A LL B	Sub Judge Budaun
349	180	Thakur Madan Singh Sisodia M A LL B	Vyas Bhawan Pal Bisla Ajmer
*350	72	Mr Madhav Ramchandra Oak M A	Principal Maharaja's College Jaipur
351	1546	Mr Madho Krishna Verma B A	Begam Bagh Meerut
352	359	Mr Madho Lal Jaiswal M SC	Lecturer in Physics Agra College Agra
353	739	Mr Madho Narain Modgal B SC LL B	P O Bhadan (Mainpuri)
354	1340	Mr Madho Prasad B A	Head Master Vidyashala Jodhpur
355	1647	Mr Madho Singh Bhargava B A LL B	Vakil Jodhpur
356	173	Mr Madhusudan Lal B A LL B	Molalla Kasarhatta Fateh garh
357	1471	Mr Mahabir Prasad Agra wal M A LL B	Lecturer Darbar Inter College Rewa (C I)
358	345	Mr Mahabir Prasad Gupta B A	Vakil High Court, Ram pooree Street Bikaner

Serial No	Register No	NAME	ADDRESS
<b>K—(Concl'd)</b>			
*321	143	Mr Kshetresa Chandra Chattopadhyaya, M A	Sanskrit Department, University, Allahabad
322	627	Rai Saheb Kulwant Rai, M A	Director of Public Instruction, Udaipur
323	1513	Dr Kunj Bihari Lal, D SC, A I C	3645 Pipalmandi, Radhaswami Lane, Agra
324	1438	Mr Kunwar Bahadur, B A	Teacher, D. B Inter. College Gorakhpur
325	1624	Mr Kunwar Bahadur Bhatnagar, M A	Lecturer, Agra College Agra
326	1502	Mr Kunwar Pal Singh, B A LL B	C/o B Bans Kishore Mehra Sitla Gali, Agra
327	473	Thakur Kunwar Singh, B A	Assistant Master, Balwant Rajput Inter College, Agra

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328	894	Mr Lachman Singh B A, LL B	Pleader, Sunder Bhawan Near Budhana Gate, Meerut
329	174	Dr Lakshmi Chandra Jain, M A, LL B, PH D, D SC, I RES, I S S	University Professor of Economics, Lahore
330	179	Mr. Lakshmi Narain, M SC	Professor of Chemistry, Bareilly College, Bareilly
331	1448	Mr Laxmi Narain Chhargi, B A	Jallop Mohalla Jodhpur
332	1196	Mr Lakshmi Narain Dikshit, M A	Professor of Hindi Maharaja's College, Udaipur
333	1151	Mr Lakshmi Narain Dube, B A, L T	2nd Master, D A -V. High School, Mahoba, (Hamirpur)
*334	42	Mr Lakshmi Narayan Gupta, M SC	Sewak Ashram, Dehra Dun
335	1176	Mr Lakshmi Narain Tandon, B A	Assistant Master, N R E C College, Khurja
336	1421	Mr Lakshmi Narain Upadhyaya, B A	Lecturer, Government Training College, Agra
337	1100	Mr L a k s h m i Narayan Mathur, B A, L T	Head Master, J A S. High School, Khurja
338	447	Kunwar Lalit Kishore Chaturvedi, M A, B SC	C/o Rai Bahadur Pt Bishambhar Nath Sahib, M A, Sir Raghunath Bhawan-Chhipatti, Etawah, U P.

Serial No	Register No	NAME	ADDRESS.
<i>L—(Concl'd)</i>			
339	361	Mr Lalta Prasad Sakshena, M A C	Demonstrator, Agra College, Agra
340	398	Mr L C Dhariwal, M A, LL B	Professor of Economics Holkar College, Indore
341	845	Mr Lala Dhar Gupta, M A	Lecturer in English, Allahabad University, Allahabad
*342	63	Mr L P Mathur, M SC	Head of the Biology Department, St John's College, Agra
<i>M M M</i>			
343	1120	Mr Madan Behari Tawa Kley, M A, LL B	Pleader, 41, Civil Lines, Agra.
344	165	Mr Madan Lal Jain, M A, LL B	Government High School, Muttra
*345	78	Mr Madan Mohan, M A	Professor, Meerut College, Meerut
346	918	Mr Madan Mohan Lall Kaul, B A, LL B	Advocate and Assistant Public Prosecutor, Ajmer.
347	1557	Mr Madan Mohan Nath Kunjru, B A, LL B	Cawnpore Woollen Mills, Cawnpore
348	56	Rai Saheb Madan Mohan Seth, M A, LL B	Sub-Judge, Budaun
349	1280	Thakur Madan Singh Sisodia, M A, LL B	Vyas Bhawan, Pal Bista, Ajmer
*350	72	Mr Madhav Ramchandra Oak, M A	Principal, Maharaaja's College, Jaipur
351	1546	Mr Madho Krishna Verma, B A	Begam Bagh, Meerut
352	359	Mr Madho Lal Jaiswal, M SC	Lecturer in Physics, Agra College, Agra.
353	739	Mr Madho Narain Modgal, B SC, LL B	P. O Bhadan, (Mainpuri)
354	1340	Mr. Madho Prasad, B A	Head Master, Vidyashala, Jodhpur
355	1647	Mr Madho Singh Bhargava, B A, LL B	Vakil, Jodhpur
356	1573	Mr Madhusudan Lal, B A, LL B	Mohalla Kasarhatta, Fatehgarh
357	1471	Mr Mahabir Prasad Agrawal, M A, LL B.	Lecturer, Darbar Inter College, Rewa (C. I.)
358	345	Mr Mahabir Prasad Gupta, B A	Vakil, High Court, Ramporee Street, Bikaner.

Serial No	Register No	NAME	ADDRESS
<i>M—(Concl'd)</i>			
*350	125	Mr Mahabir Singh Singhal, M A, LL B	Dy. Collector, C/o Rai Bahadur Mitthan Lal, Mohalla Ghatia, Agra
360	1458	Mr Maharatna Arya, B A	Station Road, Jodhpur
361	818	Mr Mahendra Prasad, B A	Dy Collector, Basti
362	312	Mr Mahendra Pratap, M A, M O L, Shastri	D A-V College, Dehra Dun
363	1542	Mr Mahesh Chandra Pandey, B A	Mohalla Jati Wara, Meerut City
364	1472	Mr Maheshwar Singh Sood, M SC	Maithan, Agra
365	1538	Mr Mohiuddin Ahmad Khan, M A	64/c. Wahiduddin Road B I Bazar, Meerut Cantt
366	452	Mr Mahipal Gupta, M SC, LL B	Assistant Professor of Chemistry, Meerut College, Meerut
367	449	Mr Makhan Lal, M SC	Queen's College, Benares
368	171	Mr Makundi Lal Gupta, M SC	Science Teacher, Sir Pratap High School, Jodhpur
369	1455	Mr Manak Mal Singhvi, M A, LL B	Shahpura, Sunaron-ka-bus, Jodhpur.
370	1606	Mr Manoranjan Prasad, B A	Jagirdar's Building, Station Road, Surat
371	802	Mr Manzar Husain, B A	Naya Bazar, L a s h k a r, (Gwalior)
372	1621	Dr. Mata Prasad, D SC	Royal Institute of Science Bombay
373	272	Mr Mata Prasad Mathur, M SC.	Lecturer, Agra Collega, Agra
374	737	Mr Mathura Prasad Agrawal, B SC, LL B	Vakil, Agra
375	919	Mr Milap Chandra Chhabra, B SC, LL B	Advocate Ghee Mandi, Naya Bazar, Ajmer
376	1526	Mirza Musam Habibullah, M A	Sub-Deputy Inspector of Schools, Palibhot, U P.
377	6	Munshi Mier Lal Gupta M A, LL B	Member-in charge, Education and Home, Dayal Bagh, Agra
378	915	Rai Sahab Mithan Lal Bhargava, B A	Jaipur Road, Ajmer
379	1591	Mr Mithan Lal Garg, B SC	Demonstrator Government College, Ajmer

Serial No	Register No	NAME	ADDRESS
<i>M—(Contd)</i>			
380	1298	Mr Mohammad Ismail Khan M A B T	2136 Saban Katra Agra
381	1089	Mr Mohammad Sharif B A LL B	Public Prosecutor and Vakil High Court District Bhilsa (Cwalior)
382	1457	Mr Mohan Lal Bias B A	His Highness Household Office Jodhpur
383	164	Dr Mohan Sinha Mehta M A PH D LL B Bar at Law	Udaipur
384	1528	Mr Mohammad Akhtar Zaman Khan M SC B T LL B	4967 Akhtar Manzil Nai Basti Agra
385	1527	Mr Mohammad Nurul Haque B A LL B	Brother Lodge No 340 Mandi Sayed Khan Agra
386	1619	Mr Mohammad Khalil Khan Ghosi M SC LL B	Vakil High Court Nala Bazar Ajmer
387	1483	Mr Mohammad Obadur Rahman Wahidi B A	Lecturer St Andrew's College Gorakhpur
388	1477	Mr Mohammad Tahir Faruqi M A	Agra College Agra
389	1603	Mr. Mohammad Umar Khan B A	Teacher Mona Islamia High School Ajmer
390	201	I and t Mool Chandra Trivedi B A	43/168 Dhobi Mohal Opp Hata Swai Singh Cawnpore
391	1475	Mr Morari Lal Mathur I A	Naharwala Balji Street Alwar
392	1296	Mr M S Habib Husain B C B T	Assistant Master Government High School Farrukhabad
393	451	Mr Muat Behari Lal I uzada M SC	Assistant to Forest Potan st Forest Research Institute P O New Forest Dehra Dun
394	1131	Mr Munna Lal Nigam B A	Teacher D A V High School Cawnpore
395	1644	Mr Munhu Lal Nigam B COM	88/125 Irem Nagar Cawnpore
396	1510	Mr Munshi Lal Sharma M SC	C/o Capt L P Mathur, St John's College Agra
397	207	Mr Munshi Ram M A	D A V College Cawnpore
398	1635	Mr Munshi Singh Som bansi B A LL B	V Bharka P O Karhar Dist Farukhabad

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N—(Contd)			
399	1604	Mr Murlī Dhar, B sc	B B & C I Ry Laboratory, Ajmer
400	1645	Mr Murlī Manohar Lal Sharma, M A, L T	Sub Deputy' Inspector of Schools, Mahoba, Dist Hamirpur
401	146	Mr Muthra Prasad Kacker, M A, LL B	Panni Gali, Agra
N N N			
402	1581	Mr Nagendra Naraich, M A	English Deptt., Commercial College, Delhi University, Delhi
403	177	Mr Nagesh Krishna Oak, M A	Principal, Sulabh Vidya Mandir, Snehalataganj Indore City
404	1627	Mr Nandeshwar Prasad Agrawal, B COM	Anwarganj, Cawnpore
405	1466	Mr Nand Kishore Sharma B A	Shri Sumer School Jodhpur
406	557	Mr Nand Lal Bhatnagar M A	Professor of Economics, Meerut College, Meerut
407	393	Mr Narain Singh, B A, L T	Lecturer in Geography B N S D Intermediate College, Cawnpore
*408	60	Dr Narayan Prasad Asthana M A, LL B	32 Canning Road, Allahabad
*409	90	Mr Narain Prasad Nigam, B A, LL B	Chhapper Mohal, Cawnpore
410	1437	Mr Narbadayshwar Avasthi, B A, L T	Head Master, Government High School, Basti, U P
411	571	K Narwar Singh M Rao, B A	Librarian Government College, Ajmer
412	358	Thakur Newal Kishore Singh, M sc	Lecturer in Zoology, Agra College, Agra
413	930	Mr Navin Chandra Sharma B sc, C T	C/o Pandit Raghubar Daval Sharma, Kesarganj, Ajmer
414	516	Mr Nemi Chand Gupta, M A B COM, CE, T D	Reader in Commerce Jaswant College, Jodhpur
415	1066	Mr Newal Kishore (Bhartia), B A	P O Box No 42, Karachi Khana, Cawnpore
416	1547	Mr Nirankar Nath, B A, LL B	Son of B Shib Charan Das, Mukhtar, 118 Barar Piare Lal Meerut



Serial No	Register No.	NAME.	ADDRESS
N—(Concl'd)			
417	503	Mr Nirmal Sarup, M A	Asstt Master, Deva Nagri High School, Meerut
418	1638	Mr Nirmal Singh Yadwa, B SC, LL B	Asstt Cane Development Officer, Juggam Zone, Lucknow
419	362	Mr Nit Kishore Mehra, B A, LL B	Advocate, Seetlagali, Agra
420	731	Mr Niwarna Chandra Saksena, M.A, LL B	14/32 Civil Lines, near the Victoria Mills, Cawnpore
421	391	Mr Nripendra Nath Banerjee, B A, L T	Teacher, B N S. D Inter College, Cawnpore
422	1579	Mr. N. W. Godbole, B A	Victoria College, Gwalior
O O O			
423	145	Mr Oudh Narain, B A, LL B	30/27, Chhili Int Road, Agra
P P P			
424	1611	Mr Panchoo Lal Dose, B SC, LL B	Vakil, Naya Bazar, Ajmer
425	1594	Mr Panna Lal Agarwal, B SC, LL B	Advocate, Inside Delhi Gate, Ajmer
426	1145	Mr Parmanand Khanduri, B A	38/00 Meston Road, (Gill's Bazar) Cawnpore
427	227	Mr. Param Sukh, M SC, LL B	Parsi Mohalla, Indore, C I
*428	153	Babu Parmanand M A	2, Bank Road, Allahabad
429	1550	Mr Parmatma Saran Pachawri M A	P A to the Hon'ble President, U P Legislative Council, Meerut
*430	43	Mr Parmeshwar Gupta, M A	Principal, N R E C Inter College, Khurja
431	1554	Mr Parmeshwar Galgotia, B A	Teacher, Darbar High School, Jodhpur.
432	221	Mr Parmeshwar Raina, B A, LL B	Advocate, Chhili Int Road, Agra
433	1572	Mr Parmeshwar Prasad Twickley, B A	Pipal Mandi Road Agra.
434	883	Mr Parmeshwar Saran, M A	C/o R S. Babu Kanwar Behari Lal, Advocate, Meerut
435	87	Mr Partab Bahadur, B A, LL B	Vakil, Chunnigana, Cawnpore

Serial No	Register No	NAME	ADDRESS.
N—(Contd)			
399	1604	Mr Murlī Dhar, B sc	B B & C. I. Ry. Laboratory, Ajmer
400	1645	Mr Murlī Manohar Lal Sharma, M A, L.T	Sub-Deputy Inspector of Schools, Mahoba, Dist Hamirpur
401	146	Mr Muthra Prasad Kacker, M A, LL B	Panni Gali, Agra

## N N N

402	1581	Mr Nagendra Nagaich, M A	English Deptt, Commercial College, Delhi University, Delhi
403	177	Mr Nagesh Krishna Oak, M A	Principal, Sulabh Vidya Mandir, Snehalataganj, Indore City
404	1627	Mr Nandeshwar Prasad Agrawal, B COM	Anwarganj, Cawnpore
405	1466	Mr Nand Kishore Sharma, B A	Shri Sumer School, Jodhpur
406	557	Mr Nand Lal Bhatnagar, M A	Professor of Economics, Meerut College, Meerut
407	393	Mr Narain Singh, B A, L T	Lecturer in Geography B N. S D Intermediate College, Cawnpore
*408	60	Dr Narayan Prasad Asthana, M A, LL B	32 Canning Road, Allahabad.
*409	90	Mr Narain Prasad Nigam, B A, LL B	Chhapper Mohal, Cawnpore
410	1437	Mr Narbadayshwar Avasthi, B A, L T	Head Master, Government High School, Basti, U P
411	571	K Narwar Singh M Rao, B A	Librarian, Government College, Ajmer
412	358	Thakur Newal Kishore Singh, M sc	Lecturer in Zoology, Agra College, Agra
413	930	Mr Navin Chandra Sharma, B sc, C T	C/o Pandit Raghubar Dayal Sharma, Kesarganj, Ajmer
414	516	Mr Nemi Chand Gupta, M A B COM, C E, T D	Reader in Commerce Jawant College, Jodhpur
415	1066	Mr Newal Kishore (Bhartia), B A	P O Box No 42, Karachi Khana, Cawnpore
416	1547	Mr Nirankar Nath, B A, LL B	Son of B Shub Charan Dayal Mukhtar, 118, Bazar Piar Lal Meerut

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417	503	Mr Nirmal Sarup, M A	Asstt Master Deva Nagri High School, Meerut
418	1638	Mr Nirmal Singh Yadwa, B SC, LL B	Asstt Cane Development Officer, Juggam Zone, Lucknow
419	362	Mr Nit Kishore Mehra, B A, LL B	Advocate, Seetlagali, Agra
420	731	Mr Niwarna Chandra Saksena, M A, LL B	14/32 Civil Lines, near the Victoria Mills Cawnpore
421	391	Mr Nripendra Nath Banerjee, B A, LL B	Teacher, B N S. D Inter College, Cawnpore
422	1579	Mr. N. W. Godbole, B A	Victoria College, Gwalior

## O O O

423	145	Mr Oudh ;Narain, B A, LL B	30/27, Chhili Int Road Agra
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## P P P

424	1611	Mr Panchoo Lal Dose, B SC, LL B	Vakil, Naya Bazar, Ajmer
425	1594	Mr Panna Lal Agarwal, B SC, LL B	Advocate, Inside Delhi Gate Ajmer
426	1145	Mr Parmanand Khanduri, B A	38/90 Meston Road, (Gill's Bazar) Cawnpore
427	227	Mr. Param Sukh, M SC, LL B	Parsi Mohalla Indore, C I
*428	153	Babu Parmanand M A	2, Bank Road Allahabad
429	1550	Mr Parmatma Saran Pachauri M A	P A to the Hon'ble President, U P Legislative Council, Meerut
*430	43	Mr Parmeshwar Gupta, M A	Principal, N R E. C Inter College, Khurja
431	1554	Mr Parmeshwar Galgotia, B A	Teacher Darbar High School Jodhpur.
432	221	Mr Parmeshwar Raina, B A, LL B	Advocate, Chhili Int Road, Agra
433	1572	Mr Parmeshwar Prasad Twickley B A	Pipal Mandi Road Agra.
434	883	Mr Parmeshwar Saran, M A	C/o R S. Babu Kanwar Behari Lal, Advocate, Meerut
435	87	Mr Partab Bahadur, B A, LL B	Vakil, Chunniganj, Cawnpore

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<i>P—(Concl'd)</i>			
436	1067	Dr Piere Lal Srivastava, M A, D PHIL, (OXON)	Reader, University of Allahabad, Beli Road New Katra, Allahabad
437	344	Rai Bahadur Pitam Chand Agarwal, B SC, I S I	Executive Engineer, Irrigation Department Division West, Meerut
438	1436	Mr Poorna Chandra Jain M A, Sahitya Ratna	Kundigaron ka Bhairon, Jaipur.
439	1578	Miss Prabhavati Kulkarni, M A	C/o Prof R K Kulkarni M A, LL B, Brahm Vidya Ashrama, Khateswada Naya Bazar, Lakhnar, Gwalior
440	1583	Mr Prabhoo Dayal Tiwari, B SC	Umed School, Jodhpur
441	773	Mr Parbhoo Lal Upadhya, B A, LL B	Moti Katra, Agra
442	963	Mr. Prabhu Dayal Agarwal, B A, LL B	Advocate, Cawnpore
443	1305	Mr Prabhu Dayal Agarwal, B COM	C/o Messrs. Babu Lal Din Dayal, Sita Ram Mohal, Cawnpore
444	927	Mr Prabhu Lal Lodha, B SC	Laboratory, Carriage and Wagon Shops, B B & C I Railway, Ajmer
*445	67	The Hon'ble Mr Prakash Narayan Sapru, M.A., LL B	19, Albert Road, Allahabad
446	616	Mr Pratap Sinha Bapna, B A	C/o Rai Bahadur S M Bapna, Prime Minister, Indore, C I
447	1640	Mr Prem Narayan Mathur, M SC	Son of B Shiva Narayan Mathur, 24, Munna Lal St The Parade, Cawnpore
448	1088	Mr Prem Prakash Banda, M A, B T	Lecturer, Birla College, Pilani
449	1462	Mr Prithivi Nath Hukko, B A	Chandpole, Jodhpur
450	1576	Mr Prithivi Nath Seth, M A, LL B	Shanti Niketan, Civil Lines, Meerut
451	1171	Mr Prithivi Nath Tewari, M A, L T	Asstt. Master, Govt High School, Basti
452	298	Mr Provas Chandra Goswami, B SC, L T	Vice-Principal, Balwant Rajput Inter College, Agra

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<b>P—(Concl'd)</b>			
453	356	Mr Purushottam Das Goyal M SC	Demonstrator, Agra College, Agra
454	1108	Mr Purshottam Lal Saxena, B A	C/o B Gaya Prasad Saxena Typist, Head Post Office, Cawnpore
<b>R R R</b>			
455	909	Mr Radha Krishna As- thana, B A	Teacher S D E High School, Muzaffarnagar
456	1228	Mr Radha Krishna Sharma, B SC	Teacher, Rajput School, Jodhpur
457	428	Mr Radha Ramn Agar wal M A, LL B	Vakil Kasairat Bazar, Agra
458	1233	Mr Radhey Mohan B A	Teacher, Coronation Hindu High School, Sahu Street, Moradabad
459	774	Mr Radhey Shyam Goid M SC	Lecturer in Biology, B N S D Inter College, Cawn- pore
460	1442	Mr Radhe Shyam Gupta, B A, LL B, D ED	Asstt Master, Rose Cottage, Chandauli
461	1156	Mr Radhika Behari Ma- thur, B A A T C	Pipal Mandi Park, Agra
462	854	Mr Raghunath Prasad Ma- thur M SC L T	Teacher, D A.-V. High School, Cawnpore
463	113	Mr Raghunath Prasad Sri- vastava M A, L T	Asstt Head Master, Pt. Pirthi Nath High School, Cawnpore
464	879	Mr Raghunath Singh, M SC	Lecturer in Physics, Rajaram College, Kolhapur, Bom- bay
465	584	Rajkumar, Raghunath Singh, M A, LL B	Heir Apparent of Sitamai State, Raghunath Niwas, Sitamai, C I
466	566	Mr Raghunandan Prasad Seth, M A, LL B	Vakil, 3125, Sitla Gali, Agra
467	322	Mr Raghunandan Prasad Verma, M SC	Agra College, Agra
468	450	Mr Raghunath Prasad Gupta, B A	32/20, Old Subramandi, Cawnpore
469	1033	Mr Raghunath Sahai Sak- sen, M A, B COM	14/30, Civil Lines, Cawnpore.
470	1057	Mr Raghuraj Kumar Mathur, M A, M B A	Professor Anand College, Dhar State, C. I.
471	172	Lala Raghuraj Sarup, B A, LL B	Rais and Special Magistrate, Muzaffarnagar.

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<i>P—(Concl'd)</i>			
436	1067	Dr Piere Lal Srivastava M A D PHIL, (0505)	Reader, University of Allahabad, Beli Road New Katra, Allahabad
437	344	Rai Bahadur Pitam Chand Agarwal B SC, I S E	Executive Engineer, Irrigation Department Division West, Meerut
438	1436	Mr Poorna Chandra Jain M A, Sahitya Ratna	Kundigaron ka Bhairon Jaipur
439	1578	Miss Prabhavati Kulkarni, M A	C/o Prof R K Kulkarni M A, LL B, Brahm Vidya Ashrama, Khateswada Naya Bazar, Laskhar Gwalior
440	1583	Mr. Prabhoo Dayal Tiwari, B SC	Umed School, Jodhpur
441	773	Mr Parbhoo Lal Upadhya, B A LL B	Moti Katra Agra
442	963	Mr. Prabhu Dayal Agarwal, B A, LL B	Advocate, Cawnpore
443	1305	Mr Prabhu Dayal Agarwal, B COM	C/o Messrs. Babu Lal Din Dayal, Sita Ram Mohal Cawnpore
444	927	Mr Prabhu Lal Lodha, B SC	Laboratory, Carriage and Wagon Shops, B B & C I Railway, Ajmer
*445	67	The Hon'ble Mr Prakash Narayan Sapru M A, LL B	19 Albert Road, Allahabad
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447	1640	Mr Prem Narayan Mathur, M SC	Son of B Shiva Narayan Mathur 24 Munna Lal St The Parade, Cawnpore
448	1088	Mr Prem Prakash Banda, M A, B T	Lecturer, Birla College Pilani
449	1462	Mr Prithivi Nath Hukkoobhai B A	Chandpole Jodhpur
450	1576	Mr Prithivi Nath Seth, M A, LL B	Shanti Niketan Civil Lines Meerut
451	1171	Mr Prithivi Nath Tewari, M A, L T	Asstt Master, Govt High School, Basti
452	298	Mr Provas Chandra Goswami, B SC, L T	Vice-Principal Balwant Rajput Inter College, Agra

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453	356	Mr Purushottam Dass Goyal M SC	Demonstrator, Agra College, Agra
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<b>R R R</b>			
455	909	Mr Radha Krishna As thana B A	Teacher, S D E High School Muzaffarnagar
456	1228	Mr Radha Krishna Sharma B SC	Teacher, Rajput School Jodhpur
457	428	Mr Radha Raman Agar wal M A LL B	Vakil Kasairat Bazar, Agra
458	1233	Mr Radhey Mohan B A	Teacher, Coronation Hindu High School Sahu Street Moradabad
459	774	Mr Radhey Shyam Gail M SC	Lecturer in Biology B N S D Inter College, Cawn- pore
460	1442	Mr Radhe Shyam Gupta, B A, LL B, D ED	Asstt Master, Rose Cottage Chandauli
461	1156	Mr Radhika Behari Ma- thur, B A A T C	Pipal Mandi Park, Agra
462	864	Mr Raghunath Prasad Ma- thur M SC L T	Teacher, D A -V High School, Cawnpore
463	113	Mr Raghunath Prasad Sri- vastava M A, L T	Asstt Head Master, Pt Pirthu Nath High School, Cawnpore
464	870	Mr Raghunath Singh M SC	Lecturer in Physics, Rajaram College, Kolhapur, Bom- bay
465	584	Rajkumar, Raghunath Singh M A, LL B	Heir Apparent of Sitamau State, Raghunath Niwas, Sitamau, C I
466	566	Mr Raghunandan Prasad Seth, M A, LL B	Vakil, 3125, Sitla Gali, Agra
467	322	Mr Raghunandan Prasad Verma M SC	Agra College, Agra
468	469	Mr Raghunath Prasad Gupta, B A	32/20, Old Subzimandi, Cawnpore
469	1033	Mr Raghunath Sahai Sak- sena, M A, B COM	14/30, Civil Lines, Cawnpore.
470	1067	Mr Raghuraj Kumar Mathur, M A, M B A S	Professor Anand College, Dhar State, C. I
471	172	Lala Raghuraj Sarup, B A, LL B	Rais and Special Magistrate, Muzaffarnagar.

Serial No	Register No	NAME.	ADDRESS
<i>R—(Contd)</i>			
472	1489	Mr Raghuraj Singh, B A, LL B	Vakil, Collectorate, Agra
473	176	Khan Saheb Rahman Bakhsh Kadri, B A	Deputy Collector, Allahabad
474	1649	Raja Bahadur Kushal Pal Singh, M A, LL B, M L A (Central)	95, Gwalior Road, Agra Cantt
475	777	Mr Raj Bahadur Singh, B SC, L T	Teacher, S D E High School, Muzaffarnagar
476	439	Mr Rajendra Narain Bhar- gava, B SC, LL B	Senior Teacher of Math Agarwal Vidyalyava High School, Allahabad
477	496	Mr Rajendra Narain Mathur, M A B SC	Asstt Teacher, St Charles High School, Sardhana (Meerut)
478	1441	Mr Rajendra Pal Garg, M A	Teacher D N High School Meerut
479	218	Mr Rajeshwari Prasad M A	Deputy Collector, Basti
480	374	Mr Rajendra Kumar Sri- vastava, M A	Lecturer in History B N S D, Inter College Cawnpore
*481	158	Mr Raj Kishore M SC L T	Assistant Professor, Govt College, Ajmer
482	219	Mr Raj Kumar, B A, LL B	Head Master, Mufid-i Am High School, Agra
483	306	Mr Raj Narain B A, LL B	Advocate Pipalmandi, Agra
484	1551	Mr Raj Narain Gupta M A, LL B	Anand Math Meerut Cantt.
485	1463	Mr Raj Narain Kulshres- tha, B SC, B T	Darbar High School, Jodhpur
486	88	Mr Raj Narain Sakseena, B A	Mohalla New Chowk, Cawn- pore
487	242	Mr Raj Narayan Saxena B SC, LL B	Vakil, Gokulpura Agra
488	1494	Mr Raj Narain Tandon M A	C/o Mr Bans Kishore Mehra Advocate, Sheethla Gali Agra
489	1478	Mr Rahas Behari Lal Mathur, M A	C/o Dr Avadh Behari Lal Mathur, Medical School Agra
490	1465	Mr Rakhar Mall Singhec, M A	Darbar High School, Jodh- pur
491	59	Mr Rama Kant Tripathi, M A	Jaswant College, Jodhpur



Serial No	Register No	NAME	ADDRESS
R—(Contd)			
*492	66	Mr Rama Shankar Meh rotra M A LL B	Math Teacher B N S D Inter College Cawnpore
493	1131	Mr Rama Shankar Pathak B A	Sita Ram Mohal Cawnpore
494	455	Pand t Ramawtar Sharma B A LT	Assistant Master Govt High School Meerut
495	1098	Mr Ramawtar Srivastava M SC	13/343 Civil Lines Cawnpore
496	1204	Mr Ram Bahoo Garg B A LL B	C/o Messrs Baij Nath Beni Prasad Cloth Merchant Rawatpara Agra
497	443	Mr Ram Bahori Shukla M A Sahitya Ratna	Lecturer Queen's College Bei ares Cantt
*498	141	Mr Kambehari Lal Chanda puri B A LL B	Professor of Sanskrit D A V College Cawn pore
499	1230	Mr Ram Chandar L. Calla B A	Teacher Darbar High School Jodhpur
500	724	Mr Ram Chandra B A	Assistant Master A V High School S kandrabad Distt Bulandshahr
501	1589	Mr Ram Chandra Airun B A LL B	Advocate Nasirabad (Raj putana)
502	160	Mr Ramchandra Gupta B A LL B	Advocate Singhi Gali Agra
503	528	Mr Ram Chandra Shridhar Rewadekar M SC A I I S C	Dewas Road Ujjain (Malwa)
504	196	Mr Ram Chandra Simlota B A LL B	Kayastha Mohalla A mer
505	203	Mr Ram Chandra Srivas tava B A	Assistant Teacher D A V High School Cawnpore
506	1556	Mr Ram Chandra Varman Kumbhare M A	Jaswant College Jodhpur
507	90	Mr Ram Charan Tandon B A, LT	Asstt Master D A V, High School Cawnpore
*508	61	It Ram Dat Bharadwaj M A LL B LT	Assistant Master A V P High School Kasganj
509	1248	Mr Kamesh Chandra, M A	Lecturer in Sanskrit B N S D College Cawnpore
*510	62	Mr Kameshwar Dayal M A	Professor Meerut College Meerut
511	355	Mr Rameshwar Dayal Gupta, M SC.	Demonstrator Agra College Agra

Serial No	Register No	NAME	ADDRESS
R—(Contd)			
512	1480	Mr Ram Das, B A, LL B	109 A, Civil Lines, Bareilly
513	568	Mr Rameshwar G Ojha M A	Professor of Sanskrit, Govt College, Ajmer
514	1642	Mr Ramman Lal Agrawal, M A, B COM	Shri Ram Kamta Prasad Quarters Rail Bazar, Cawnpore
515	1094	Mr Risheshwar Nath Bhatta, B A, LL B	Secretary, Municipal Board Gokulpura Agra
516	736	Mr Rameshwar Nath Tandon B SC	Mathan, Agra
*517	77	Mr Rameshwar Prasad B SC, LL B	Ram Niwas, Civil Lines Meerut
518	525	Mr Rameshwar Prasad Pandey, M A	Lecturer, Jaswant College Jodhpur
519	1246	Mr Rameshwar Prasad Srivastava, M A	Lect in English, B N S D College, Cawnpore
520	1069	Mr Ramji Lal B A, LL B	Advocate Bulandshahr
521	1138	Mr Ram Kishan Garg B A, LL B	"Laxmi Niwas," City Station Road Agra
522	75	Mr Ram Kripal Singh, B A, LL B	Vakil, Prahlad Batika Meerut
523	105	Mr Ram Krishna Mathur, M A	Pt Prithvi Nath High School Cawnpore
524	1409	Dr Ram Kumar Saksena, B SC	Botany Department, University, Allahabad
525	1154	Mr Ram Narain Bhargava M A, B SC	Professor of Mathematics Maharaja's College, Jaipur
526	1632	Mr Ram Narain Verma, B A	Teacher, D A-V High School, Cawnpore
527	576	Mr Ram Narayan Chaturvedi M A, B SC, L T, Sahitya Ratna	Teacher Government Inter College Etawah
528	1615	Mr Ramnik Lal G Mehta B A	Katchery Road, Opp Kuwar Kothi, Ajmer
529	1430	Mr Ram Niwas Agrawal, M SC, LL B	Nadrai-gate, Mohan Mohalla Kasganj (Etah)
530	1180	Mr Ram Prasad Agarwala, B A, LL B	S/o B Gaya Prasad Agarwala, Book sellers and Publishers Bankey Vilas, Agra
531	383	Mr Ram Prasad Saraswat, M A, L T	Balwant Rajput Inter College, Agra

Serial No	Register No	NAME	ADDRESS
R—(Contd.)			
532	1560	Mr Ram Ratan Agrawal B A	Asst Govt Advocate Jodhpur
533	114	Mr Ram Saran Chand Mital M A LL B	Advocate Narnaul Patiala State
534	1408	Dr Ram Saran Das B Sc	Lecturer University of Allahabad
535	137	Rai Bahadur Pt Ram Saran Misra M A	Head Master Walter Noble's High School Bikaner
536	1177	Mr Ram Saran Rastogi B Sc LL B	Assistant Master Digamber Jain High School Baraut (Meerut)
537	431	Mr Ram Sharan Lal Govil M A LL B M A S	Head Master Sri Umed School Jodhpur (Marwar)
538	1553	Mr Ram Sharan Vidyarthi M A LL B	Anand Math Meerut Cantt
539	651	Tilakur Ram Singh Nigam B A	Munsif Magistrate Mahidpur (Holkar State)
540	332	Mr Ram Swarup M A	Lecturer in Mathematics B N S D Inter College Cawnpore
*541	124	Mr Ram Swarup Bansal B Sc	Special Forest Officer Mirzapur (E. I. R.)
542	1304	Mr Ram Swarup Rastogi M A	Vakil Sirki Mohal Cawnpore
543	875	Mr Ram Swarup Sharma B A LL B	Teacher Government High School Srinagar (Garhwal)
544	1165	Mr Ram Swarup Singh Navlakha M A	Teacher B N S D Inter College Cawnpore
545	1456	Mr Ram Swaroop Tandon B C	C/o B Bans Kishore Melra Sitla Gal Agra
546	1501	Mr Ram Baladur Sinha M A	Head Master Bhupal Nobles High School Udaipur (Mewar)
547	1536	Mr Landhar Singh B A LL B	Vakil Prahlad Batka, Meerut City
548	137	Mr Ranjeet Singh B A	Dharamdas Tukoganj Indore C I
549	907	Mr Ranjit Singh M A	99 C New Mand Muzaffar nagar
550	1444	Ratan Lal Vashistha M A	Asstt Prof of Hind Durgar College Bikaner

Serial No	Register No	NAME	ADDRESS.
R—(Contd)			
551	538	Mr Ravi Shankar Derashri, B SC, LL B, Bar-at Law	Banera, Mewar (Rajputana)
552	412	Mr R C Bhargava B A, L T	Principal, Kishori Raman Inter College, Muttra
553	238	Mr R D Trivedi, M A, LL B	D A - V College, Cawnpore
554	852	Mr Richpal Chand, B A, LL B	Inspector, Oriental Govern- ment Security Life Assurance Co Ltd, Agra
555	1281	Mr Rikhab Chand Jais, M A, LL B	Vakil, Kaiserganj, Ajmer
556	1534	Mr Roop Kishore, M SC	Daya Niwas, Begam Bridge Road, Meerut
557	1354	Mr Roshanlal Mathur, B SC, L T	12, Tukoganj, Indore
558	436	M Roshan Singh M SC	C/o Th Pahalwan Singh, Government Inter College, Etawah
559	815	Mr R P Cornelius, M SC	St John's College, Agra
560	1493	Dr Rup Kishore Mehra, M SC	Son of B Nit Kishore Mehra, Advocate, Seetla Gali, Agra
561	193	Mr Rup Ram Gupta, M A, B COM	Professor of Commerce, St. John's College, Agra

## S S S

562	1439	Mr Sachchida Nanda Mitra, M SC	Nazar Bagh Cantonment Road, Lucknow.
563	200	Thakur Sahal Singh, M.A, B SC	Balwant Rajput Inter, College, Agra
564	1173	Mr Sabit Husain Jafri, M A	Assistant Master, Mahara- na's High School, Dhol- pur
565	1268	Mr. Sahab Prasad Mathur, M A, B T.	R E I, Dayalbagh, Agra
566	1626	Sayed Haider Hussain Rizvi, M A	Deohri, Shahganj, Agra.
567	600	Sayed Masum Hasan, M SC	Katra Khan Khanan, Agra
568	1485	Sayed Muzammil Ali, M SC	St Andrew's College, Gorakhpur
569	1525	Sayed Ali Jafri, B SC, LL B	Pleader, 53, Cantonment, Muttra, U P

Serial No.	Register No	NAME	ADDRESS
S—(Contd)			
570	1167	Saiyed Rafiq Husain Rizvi B A., LL B	Vakil, Shahganj Agra
571	1529	Saiyed Ali Nazir	Katra Hazi Hussain, Kazim Manzil, Agra
572	313	Mr Salig Ram B A	D A V College Dehra Dun
573	519	Mr Sampat Ram Chatur vedi, M B., B S	Medical Officer I/c, Rai Bareilly
574	1623	Mr Saran Bihari Lal Mathur, B sc (Ag)	Man Nobles School, Goner (Jaipur State)
575	1519	Mr Sardar Singh Rathore B A	Personal Assistant to the Superintendent Court of Wards, Jodhpur
576	1625	Mr S A Thomas M sc	Dy Superintendent of Police, 87, Cantonment, Meerut
577	1342	Mr Sardar Singh Sheshodia, M A., B com	Lecturer, Jaswant College, Jodhpur
578	1084	Mr Satish Chandra, B A	Assistant Master, Deva Nagri High School, Meerut
579	1629	Mr. Satish Charan Sri- vastava, M A., LL B	5 Kailash Temple, Cawnpore
*580	89	Mr Satish Kumar Kapoor, B A	Beharipur, Bareilly
581	1337	Dr Satish Kumar Mukerji, M sc, Ph D	Professor, Agra College, Agra
582	1221	Mr Satya Dev Chandapuri, M A.	Souterganj, Cawnpore
583	1628	Mr Satyendra Prasad M A., B T	Teacher, D A-V. High School, Gorakhpur
584	603	Sayed Anwar Ahmad Shah, B A	Secrly Durwaza, Taj Ganj, Agra
585	1618	Mr Seeta Ram Gupta, B A, LL B	Vakil, Kaisarganj, Ajmer
586	1056	Mr S Bodane, M sc	Baniawari, Dhar, C I
587	672	Mr S B Tatkhe, M A, Kavyatirtha	Reader in Sanskrit, Jaswant College, Govind Ram Building 13 Jodhpur, (Marwar)
588	162	Lieut S D Pande, M sc	Principal, Birla College Pilani, (Jaipur)
589	1470	Mr Shamsher Chand Bhandari, B A., LL B	Bhandari House, Kharadian Street, Jodhpur
590	604	Mr Shankar Keshao Abhyankar, M sc.	Dandekar's Wada, Shinde's Chavani, Lashkar Gwalior.

Serial No	Register No	NAME	ADDRESS
<b>R—(Contd)</b>			
551	538	Mr Ravi Shankar Derashri B SC, LL B, Bar at Law	Banera, Mewar (Rajputana)
552	412	Mr R C Bhargava B A, L T	Principal Kishori Raman Inter College, Muttra
553	238	Mr R D Trivedi M A, LL B	D A V College Cawnpore
554	852	Mr Richpal Chand, B A, LL B	Inspector Oriental Govern- ment Security Life Assurance Co Ltd, Agra
555	1281	Mr Rikhab Chand Jain M A, LL B	Vakil Kaiserganj Ajmer
556	1534	Mr Roop Kishore, M SC	Daya Niwas, Begam Bridge Road Meerut
557	1354	Mr Roshanlal Mathur B SC L T	12 Tukoganj, Indore
558	436	M Roshan Singh M SC	C/o Th Pahalwan Singh, Government Inter College, Etawah
559	815	Mr R P Cornelius M SC	St John's College, Agra
560	1493	Dr Rup Kishore Mehra, M SC	Son of B Nit Kishore Mehra Advocate Seetla Gali Agra
561	193	Mr Rup Ram Gupta M A B COM	Professor of Commerce, St John's College, Agra

**S S S**

562	1439	Mr Sachchida Nanda Mitra M SC	Nazar Bagh Cantonment Road Lucknow.
563	200	Thakur Sahal Singh M A, B SC	Balwant Rajput Inter College, Agra
564	1173	Mr Sabit Husain Jafri, M A	Assistant Master, Mahara- na's High School, Dhol- pur
565	1268	Mr Sahab Prasad Mathur, M A, B T	R. E I, Dayalbagh, Agra
566	1626	Sayed Haider Hussain Rizvi, M A	Deohri, Shahganj, Agra.
567	600	Sayed Masum Hasan, M SC	Katra Khan Khanan, Agra
568	1485	Sayed Muzammil Ali M SC	St Andrew's College, Gorakhi- pur
569	1525	Sayed Ali Jafri, B SC, LL B	Pleader, 53, Cantonment, Muttra U P

Serial No.	Register No	NAME	ADDRESS
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570	1167	Sayed Rafiq Husain Rizvi B A, LL B	Vakil Shahganj Agra
571	1529	Sayed Ali Nazir	Katra Hazi Hussain Kazim Manzil, Agra
572	313	Mr Salig Ram B A	D A V College Dehra Dun
573	519	Mr Sampat Ram Chaturvedi, M B, B S	Medical Officer I/c Rai Bareilly
574	1623	Mr Saran Bihari Lal Mathur B SC (Ag)	Man Nobles School Goner (Jaipur State)
575	1519	Mr Sardar Singh Rathore B A	Personal Assistant to the Superintendent Court of Wards, Jodhpur
576	1625	Mr S A Thomas M SC	Dy Superintendent of Police, 87, Cantonment Meerut
577	1342	Mr Sardar Singh Sheshodia, M A, B COM	Lecturer, Jaswant College Jodhpur
578	1084	Mr Satish Chandra, B A	Assistant Master, Deva Nagri High School, Meerut
579	1629	Mr. Satish Charan Srivastava M A, LL B	5 Kailash Temple, Cawnpore
580	89	Mr Satish Kumar Kapoor, B A	Beharipur, Bareilly
581	1337	Dr Satish Kumar Mukerji M SC, PH D	Professor, Agra College, Agra
582	1221	Mr Satya Dev Chandapuri, M A	Souterganj, Cawnpore
583	1628	Mr Satyendra Prasad M A, B T.	Teacher, D A-V High School Gorakhpur
584	603	Sayed Anwar Ahmad Shah B A	Seerhi Durwaza, Taj Ganj, Agra
585	1618	Mr Seeta Ram Gupta, B A, LL B	Vakil, Kaisarganj, Ajmer
586	1056	Mr S Bodane, M SC	Baniawari Dhar, C I
587	672	Mr S B Tatkhe, M A, Kavyatirtha	Reader in Sanskrit, Jaswant College Govind Ram Building 13 Jodhpur, (Marwar)
588	162	Mr S D Pande, M SC	Principal, Birla College Pilani, (Jaipur)
589	1470	Mr Shamsheer Chand Bhandari, B A, LL B	Bhandari House, Kharadian Street, Jodhpur
590	604	Mr Shankar Keshao Abhyankar, M SC.	Dandekar's Wada, Shinde's Chhavani. La ch b l s s

Serial No	Register No	NAME	ADDRESS.
S—Contd )			
591	191	Mr Shankar Lal Agarwal, M A, B SC	Professor of Economics and Mathematics, Colin Taluqdar's College, Lucknow
*592	40	L Shankar Lal Jindal, M SC, T D	Lecturer, Training College Allahabad
593	182	Mr. Shankar Prasad Bhargava, M A, LL B	Principal, Raj Rishi College Alwar
594	1341	Mr Shankar Sadashiv Karambelkar, B SC	Assistant Head Master Darbar High School Jodhpur
595	1215	Mr Shanti Swarup Doosaj, M SC	Lecturer in Chemistry, D I College, Rewa, C I
596	936	Mr Shanti Swarup Saxena, M SC LT	Assistant Master, Government Inter College, Etawah
597	526	Mr Sharda Prasad Kaushik, M SC	Lecturer, Dungar College, Bikaner
598	194	Mr Sharda Prasad Saksena, M A, LL B	Professor of English, D.A-V College, Cawnpore
599	1136	Mr Shati Prakash, B SC, LL B	Vakil, Bara Bazar, Muzaffar nagar
600	755	Mr Shaunak Shantaram Desai, B A	23, Tukoganj, South Indore, P O Camp, C I.
601	1575	Mr Sheonath Singh, M A	Head Master, High School, Morana (Gwalior State)
602	786	Mr Sher Moham med Khan, B SC	Member, Cantonment Board, Sultanpura, Agra
603	680	Mr Shyam Behari Tandon B COM	Maniram ki-Bagia, Cawnpore
604	531	Mr Shyam Mohan Nath Kunzru, B A	Raj Kumar College, Raipur, C P.
605	1587	Mr Shyam Sundar Bhargava, B A, LL B	Advocate High Court, Kutchery Road, Ajmer.
606	1467	Mr Shiva Narain Singhal, B A.	Chief Engineer's Office, Jodhpur Railway Jodhpur
607	1413	Mr Shiva Narain, B A, LT	Teacher, B N S D Inter College, Cawnpore
608	1181	Mr Shiva Sahai Saxena, M SC.	Lecturer in Zoology, Victoria College, Gwalior
609	698	Mr Shiva Shakti Lal Purna Chandraji Mehta, M A, LL B	Sanyogitaganj, Indore, C I



Serial No	Register No	NAME	ADDRESS
S- (Contd)			
610	952	Mr Shiv Datt Pande B COM	Lecturer in Commerce Jaswant College Jodhpur
611	1443	Mr Shiva Ram Purohit B A	Shri Nathji House Jalop Mohalla Jodhpur
612	1555	Mr Shiva Shanker Sharma B A LL B	Plead-r Kutchery ghat, Agra
613	521	Mr Shivendra Nath Gupta M SC	Government Husainabad High School Lucknow
614	1424	Mr Shivanath Singh B A L T	Head Master K D J High School Maurawan Dis- trict Unao
*615	123	Mr Shoorbir Sinha Singhal B SC LL B	Vakil High Court Aligarh
616	1511	Mr Shree Shankar Yajnik M A	Head Master D A V High School Aligarh
617	1449	Mr Shree Vallabh Sharma B A LL B	Vakil Goondi ki-Mohalla Jodhpur
618	180	Mr Shridhar Pant Sharma M A	Professor Bareilly College, Bareilly
619	1592	Mr Shri Krishna Jindal, B A, LL B	Advocate, Kutchery Road, Ajmer
620	231	Mr Shri Narain Mathur, B SC	Assistant Professor of Che- mistry Government College, Ajmer
*621	150	Pandit Shri Niwas Chatur- vedi M A	Professor, Holkar College, Indore
622	1568	Mr Shri Ram Gupta B A, LL B	Vill and P O Yakutganj, Dist Fatehgarh
623	1481	Mr Shri Ram Mathur, B A, L T	Asst Master Govt Inter College, Moradabad
624	437	Mr Sri Ram Mital M A, B SC, LL B	Lecturer in Mathematics Birla College, Pilani (Raj)
625	1517	Mr Shyama Charan Sri- vastava M SC	Demonstrator Victoria College Gwalior
626	1633	Mr Shyama Saran Khare M A, LL B	Office of the Cawnpore Improvement Trust Cawnpore
627	1256	Mr Shyam Behari Lal Varma B A L T	Assistant Master Govern- ment Inter College Allahabad 105, Hewer Road, Allahabad
*628	130	Pt Shyam Krishna Dar, B A, LL B	Advocate 13, Canning P Allahabad

Serial No	Register No	NAME	ADDRESS.
S—(Contd)			
629	623	Pt Shyam Lal Chaturvedi B A	183 Raja Dinenra Street, Shyam Bazar, Calcutta
630	529	Mr Shyam Lal Gupta M A, B T	Head Master, D A -V High School, Agra
631	806	Mr Shyam Lal Sharma, B A, LL B	Jalori Bas, Jodhpur
632	1501	Mr Shyam Lal Sharma, B A, LL B	Vakil, Shitla Gali, Agra
633	1498	Mr Shyam Narayan Kacker, B SC	C/o B Bans Kishore Mehra Shitla Gali Agra
634	1620	Mr Shyam Sundar Dudwania B SC, LL B	Vakil, Naya Bazar, Ajmer
635	183	Pt Shyam Sundar Sharma M A L T	Head Master, Maharaja's Rathkhana School Jaipur
636	1518	Mr Sidh Nath Shukla M A, B COM, LL B	Asstt Professor of Com merce, Maharaja's College, Jaipur
637	1488	Mr S Intizaruddin M A	Garhia Hakim's Hospital Road, Agra
638	1504	Mr S L Gupta, M A	State Engineer, Karauli State (Raj)
639	597	Mr S M Dayan Husain Jafry, B A, LL B	Tahsildar, Kumher, (Bha ratpur State)
640	518	Mr S Nasrat Ali, B A	Superintendent of Post Offices, Ajmer
641	1459	Mr Sonan Raj Bhansali B A, LL B	Kabootron ka Chowk Jodh pur
642	1608	Mr Som Datta Bhargava, B SC, LL B	Advocate, Jaipur Road Ajmer
643	454	Mr Someshwar Prasad Sinha, M A	Professor, Meerut College Meerut
644	1569	Mr S R Gupta, M A, B COM	Lecturer, N R E C Inter College, Khurja
645	375	Mr Sri Nath Das Arora, M SC, L T	Reader in Chemistry, Jaswant College Jodhpur
646	1474	Mr Sudarshi Lal Sharma M A, B COM	C/o Prakash Brothers Bagh Muzaffar Khan Agra
647	223	Mr Sudhir Chandra Sarkar, B A	Lecturer, Daly College, Indore.
648	743	Lt Sukhdeo Bihari Mathur M SC.	41, Civil Lines, Agra

Serial No	Register No	NAME	ADDRESS.
S—(Contd)			
649	12	Munshi Sukh Deo Narain Mathur, B A, LL B	Puisne Judge, Chief Court, Jodhpur
650	247	Mr Sukhdeo Prasad Khandelwal, M SC	Lecturer in Physics, Agra College, Civil Lines, Agra
651	637	Mr Sukhchand Jain, B A	Head Master, Tilokchand Jain High School, Indore (C. I.)
652	823	Mr Sukh Nandan Gupta, B COM	C/o Messrs S N Gupta & Co, Government Registered Auditors', Johri Bazar, Agra
653	1580	Mr Sukhpal Singh Jain, B COM, LL B	Kailash Temple, Cawnpore
654	1338	Mr Sumer Chand Bhandari, B A, LL B	Sonaron ka bas, Jodhpur
655	1146	Mr Sunder Sarup, B A, LL B,	C/o M Mukand Sarup, Rais, Sikandrabad, (Bulandshahr)
656	352	Pt Surajbhan Chaturvedi, M SC	Maharaja's College, Jaipur
657	269	Mr Suraj Prasad, M A, B SC	Lecturer in English, St. John's College, Agra
658	1602	Mr Suraj Prasad Mathur, B SC, LL B	Jagtumba-Bhawan, Civil Lines, Ajmer
659	432	Mr Surendra Nath Chatterji, M SC	Senior Lecturer in Physics, Agricultural College, Cawnpore
660	838	Mr Suresh Chandra Chaturvedi, M A, LL B	Second Sub-Judge, Saharanpur
661	278	Mr Suresh Narain Mathur, M SC	Udai Mandir Asan, Jodhpur.
662	204	Mr Surya Deo Sharma, B A	Head Master, D.A-V. High School, Ajmer.
663	136	Mr Sushil Chandra Chaturvedi, B SC, LL B	Hanuman Glass Works, Firozabad, Agra.
664	64	Mr Swami Daval Sethi, M SC.	Kailash, Cawnpore
665	246	Mr Swami Saran Mathur, M SC, LL B.	Pipal Mandi, Agra.
666	1607	Mr Swaroop Narain Agarwal, B A, LL B.	Ghasety Mohalla, Ajmer.
667	947	Syed Abdul Rashid, B A, LL B.	Hafiz Manzil, Ajmer

Serial No.	Register No.	NAME	ADDRESS.
S—(Contd)			
629	623	Pt Shyam Lal Chaturvedi B A	183 Raja Dinendra Street, Shyam Bazar, Calcutta
630	529	Mr Shyam Lal Gupta, M A, B T	Head Master, D A -V. High School Agra
631	806	Mr Shyam Lal Sharma B A, LL B	Jalori Bas, Jodhpur
632	1501	Mr Shyam Lal Sharma, B A, LL B	Vakil, Shitla Gali, Agra
633	1498	Mr Shyam N a r a y a n Kacker, B SC	C/o B Bans Kishore Mehra Shitla Gali, Agra
634	1620	Mr Shyam S u n d a r Dudwania, B SC, LI B	Vakil, Naya Bazar, Ajmer
635	183	Pt Shyam Sundar Sharma, M A, L T	Head Master, Maharaja's R a t h k h a n a School, Jaipur
636	1518	Mr Sidh Nath Shukla M A, B COM, LL B	Asstt Professor of Com merce, Maharaja's College, Jaipur
637	1488	Mr S Intizaruddin M A	Garhia Hakim's Hospital Road Agra
638	1504	Mr S L Gupta, M A	State Engineer, Karauli State (Raj)
639	597	Mr S M Dayan Husain Jafry, B A, LL B	Tahsildar, Kumher, (Bha ratpur State)
640	518	Mr S Nasrat Ali, B A	Superintendent of Post Offices, Ajmer
641	1459	Mr Sonan Raj Bhansali, B A, LL B	Kabootron-ka-Chowk, Jodh pur
642	1608	Mr Som Datta Bhargava, B SC, LL B	Advocate Jaipur Road Ajmer
643	454	Mr Someshwar Prasad Sinha, M A	Professor, Meerut College Meerut
644	1569	Mr S R Gupta, M A, B COM	Lecturer, N R E C Inter College, Khurja
645	375	Mr Sri Nath Das Arora, M.SC, L T	R e a d e r in Chemistry, Jaswant College, Jodhpur
646	1474	Mr Sudarshi Lal Sharma, M A, B COM	C/o Prakash Brothers, Bagh Muzaffar Khan Agra
647	223	Mr. Sudhir C h a n d r a Sarkar, B A.	Lecturer, Daly College, Indore.
648	743	Lt Sukhdeo Bihari Mathur M.SC.	41, Civil Lines, Agra

Serial No	Register No	NAME	ADDRESS.
S—(Contd )			
649	12	Munshi Sukh Deo Narain Mathur, B A., LL B	Puisne Judge, Chief Court, Jodhpur
650	247	Mr Sukhdeo Prasad Khandelwal, M SC	Lecturer in Physics, Agra College, Civil Lines, Agra
651	637	Mr Sukhchand Jain, B A	Head Master, Tilokchand Jain High School, Indore (C. I.)
652	823	Mr Sukh Nandan Gupta, B COM	C/o Messrs S N. Gupta & Co., Government Registered Auditors', Johri Bazar, Agra
653	1580	Mr. Sukhpal Singh Jaini, B COM., LL B	Kailash Temple, Cawnpore
654	1338	Mr Sumer Chand Bhandari, B A., LL B	Sonaron-la-bas, Jodhpur
655	1146	Mr Sunder Sarup, B A., LL B.	C/o M. Mukand Sarup, Rais, Sikandrabad, (Bulandshahr.)
656	352	Pt Surajbhan Chaturvedi, M SC	Maharaja's College, Jaipur.
657	269	Mr. Suraj Prasad, M.A., B SC	Lecturer in English, St. John's College, Agra.
658	1602	Mr Suraj Prasad Mathur, B SC., LL B	Jagumba-Bhawan, Civil Lines, Ajmer
659	432	Mr Surendra Nath Chatterji, M SC.	Senior Lecturer in Physics, Agricultural College, Cawnpore
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661	278	Mr. Suresh Narain Mathur, M SC.	Udai Mandir Asan, Jodhpur.
662	204	Mr Surya Deo Sharma, B A	Head Master, D.A.-V. School, Ajmer.
663	136	Mr Sushil Chandra Chaturvedi, B SC., LL B	Hanuman Glass W Firozabad, Agra.
664	64	Mr. Swami Daval Seth, M SC.	Kailash, Cawnpore.
665	246	Mr Swami Saran Mathur, M SC., LL.B.	Pipal Mandi, Agra
666	1607	Mr. Swaroop Narain Agarwal, B A., LL B.	Ghasety
667	947	Syed Abdul Rashid, B A., LL.B.	Hafiz

Serial No	Register No	NAME.	ADDRESS
S—(Concl'd)			
668	1543	Syed Aftab Husain B A, LL B	Pleader, Meerut
669	594	Syed Alay Hosain Rizvi, B A	Munsarim, Judge's Court, Azamgarh
670	390	Syed Ali Ausat Rizvi, B A	Sub-Deputy Inspector of Schools, Shahganj, Agra
671	1564	Syed Ali Muqaddas Rizvi, M A, B T	Niaz Manzil, Shahganj, Agra
672	1567	Syed Azar Husain Zaidi, B A, LL B	Naib Basti, Shahganj, Agra
673	1097	Syed Hakim Ahmad, B A	Mumtazim Jagirdar, Gwalior State, Laskar, Gwalior
674	801	Syed Ishrat Husain Jafri B A, LL B	Sub-Registrar, J a s r a n a Mainpuri
675	159	Syed Mohammad Mahmood Rizvi, B A, LL B	Vakil Katra Haji Hasan Agra
676	599	Syed Mukaddas Hosain Rizvi B A LL B	Pleader Agra
677	515	Syed Qamarul Hasan Jafri, B SC	Maintenance Telegraph Overseer, R S Telegraph Office, Bhusaval G I P Ry
678	1168	Syed Riaz Ahmed Rizvi, B SC	45, Shahganj, Agra
679	593	Syed Sabir Husain B A LL B	Vakil, Gulabkhana Agra
680	1092	Syed Safdar Husain Naqvi, B A	Naib Tehsildar, Buland shahar
681	751	Syed Saghir Ali M A	Professor, Holkar College Indore
682	1231	Mr Tej Behari Lal Ma thur, B A	Teacher, Darbar High School, Jodhpur
*683	58	Mr Tara Chandra, M A	Professor, Christ Church College, Cawnpore
684	1486	Mr Tara Pada Roy, M A	St Andrew's College, Gorakhpur
685	1305	Mr Tej Bahadur Pradhan, B A	Pleader, Talaq Mohal, Cawn pore
686	1274	Mr Tejmal Mangal, M A, B COM	Professor, S D College, Beawar (Raj)
687	1622	Mr Tej Pal Singh Sodhi, M SC,	Bagh Muzaaffar Khan, Agra
*688	1	Mr. Tikait Naram Sherry, B A, LL B	Government Pleader, Muttra

Serial No	Register No	NAME	ADDRESS.
<b>T—(Concl'd)</b>			
*689	83	Mr Totz Ram Gupta, M A, LL B	Advocate, Ghatia Azam Khan, Agra
*690	1217	Mr Tota Ram Sharma, M SC	D A -V College, Cawnpore
*691	74	Mr Triloki Nath Mathur B SC, L T	Assistant Master, Govern- ment High School, Hapur
<b>U U U</b>			
692	1229	Mr Uday Bhanu Mathur, B A	Near Krishna Kunj, Naya bas, Jodhpur.
693	485	Mr Ugra Sen, B A, L T	Head Master, Deva Nagri High School, Meerut
694	441	Mr Ugra Sen Jaini, B A C T	C/o Government High School, Roorkee
695	592	Mr Ummed Ali, M SC	Asstt Master, Government Inter College, Allahabad
696	1582	Mr Umrao Datt Sharma, M A	Sir Pratap High School Jodhpur
697	1613	Mr Umrao Mal Dhaddha, B A, LL B	Nahar Mohalla, Ajmer
698	85	Mr Updesh Narain Ma- thur, M A	Professor of English Meerut College, Meerut
<b>V V V</b>			
699	1452	Mr Vidyadhar Shastri, M A	Professor Dungar College Bikaner
700	1247	Mr Vidya Prakash Khat- tri, M SC	Lect in Physics, B N S D College, Cawnpore
701	1598	Mr Vinayak Rao Thatte, B A, LL B	Rambhawanganj, Ajmer.
702	612	Mr Vishnu Dayal, B A, L T	Gwaltoli, Cawnpore.
*703	157	Mr Vishnu Sahay, I C S	23, Stanley Road, Allahabad
*704	92	Mr Vishnu Swarup, M A	Head Master, D A -V High School, Cawnpore.
705	990	Mr Vishwanath Ram chandra Dhodapker, B A, LL B	Liniapura, Mhow Cant, C.I.
*706	34	Mr. V. S Tamma, M SC.	Vice-Principal, Meerut College, Meerut
707	1509	Mr V V. Halwe, B A, LL B	Civil Lines, Ajmer
<b>W W W</b>			
698	1479	Mr Walter Philips, M SC	Civil Lines, Ajmer.
709	510	Mr Waman Gopal Urdh- wareshe, M A, M R A S, Nayatirtha	Rambagh, Indore City
<b>Z Z Z</b>			
710	1242	Mr. Zamirul Islam Khan, B SC, LL B	Additional Sub-Judge, Agra.

## RECIPIENTS OF HONORARY DEGREES.

### D. Litt.

- 1928 Rev. Canon Arthur Whitcliffe Davis, M A  
 1934 Mr Arthur Henderson Mackenzie, M A, B SC, C SI, C IF  
 I E S (Retd)  
 1936 Hon'ble Sir Sita Ram, KT, M A, LL B  
 1939 Mr Panna Lal, C I E, I C S

### D Sc.

- 1936 Hon'ble Sir Jwala Prasad Srivastava, KT M SC, A M S T

### LL D.

- 1936 Munshi Narain Prasad Asthana, M A, LL B  
 1939 Brajendra Swarup, Rai Bahadur, M L C

## RECIPIENTS OF DOCTORATE DEGREES.

### D Litt

- 1936 Raghubir Singh  
 1938 Ashurbadi Lal Srivastava  
 1939 Hari Har Nath Hukku

### D Sc

1936. Brij Mohan Johri  
 1939 Kunj Behari Lal Mathur



**List of Candidates declared Successful at the  
Examinations held in 1937**

**M A (Final) EXAMINATION**

**NOTE.**—Names of candidates who have passed in First and Second divisions are arranged in order of merit

Roll No	Enrolment or Refer- ence Number	NAME	COLLEGE	Division
<b>ENGLISH</b>				
18	8366	Laxminarayan Onkarlal Joshi	Holkar College Indore	I
1	8460	Bep n Behari Mathur	Agra College	Agra II
11	8728	Indeshwar Dayal	S D College Cawnpore	II
2	8509	Kailash Nath Soral	Agra College	Agra III
3	8815	Brj Nath	St John's College Agra	III
4	8667	Chandra Bhan Gupta	do	III
5	8877	Durga Prasad Gupta	do	III
6	6603	Radhe Prasad Kapoor	do	III
7	7119	Gopal Krishna Das Mehrotra	Bareilly College Bareilly	III
9	7889	Prem Datta Pathak	do	III
10	3248	Chhedil Lal	S D College Cawnpore	III
12	13842	Raghubir Sahai Nigam	do	III
13	8535	Ramesh Narain Saxena	do	III
14	8587	Behram N Maneckshah	Holkar College Indore	III
15	8244	Kash nath Gangadhar Shastri	do	III
16	11345	Khushhal lal Srivastava	do	III
17	8365	Krishna Rao Vyas	do	III
20	8954	Shanker Lal Sharma	Maharaja's College Jaipur	III

**EX STUDENTS**

24	5143	Raj Bahadur Srivastava	St John's College Agra	III
26	8049	Gur Datt Sharma	Maharaja's College Jaipur	III
28	6405	Shiva Chandra Garga	Meerut College Meerut	III

Roll No	Enrolment or, Refer- ence Number.	N A M E	COLLEGE	Division
TEACHERS				
30	T37184	Champa Lal	Teacher, Anupshahr	III
31	T37185	Madan Mohan Pande	" Shikohabad	III
32	T37186	Patta Seshadri	" " Ajmer	III
34	T37188	Shanti Sarup	" Jodhpur	III
37	T37191	Harī Bansh Rai Sharma	" Allahabad	III
38	T37192	John William Whitmarsh Knight	" Naini Tal	III
41	T37195	Rameshawar Prasad Gupta	" Beawar	III
SANSKRIT				
43	12228	Laxmi Prasad	S D College, Cawnpore	II
47	T37198	Har Narayan Mishra	Teacher, Etawah	II
44	5886	Harsahaya Khuntaita	Maharaja's College, Jaipur	III
45	6530	Kanhaiya Lal Tiwari	do	III
46	T37197	Lakshmi Naram Dikshit	Teacher Udaipur	III
PERSIAN				
56	T37205	Syed Shoukat Ali	Teacher Meerut	I
*51	T37200	Muhammad Uunus Hasan Alavi	Cawnpore	II
*54	T37203	Gur Saran Lal Adib	" Muzaffarnagar	II
53	T37202	Mohammed Ali Khan	" Sikar	II
49	12266	Zahir Hasan Siddiqi	Meerut College, Meerut	II
50	T37199	Imdad Husain Khan	Teacher, Farrukhabad	II
48	12244	Syed Misbah ur Rahman Bukhari	Maharaja's College Jaipur	III
55	T37204	S Abdul Samad	Teacher, Meerut	III
HINDI.				
58	9029	Maheshwar Dayal Sharma	Bareilly College, Bareilly	I
75	T37216	Moti Lal Gupta	Teacher, Bharatpur	I
*72	T37213	Kanchi Lal Gupta	" Bahraich	I
*73	T37214	Kanhaiya Lal Sahal	" Makundgarh	I
62	7279	Shiva Prasad Agarwala	S D College Cawnpore	I

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE	Days
67	T37208	Ganga Sharan Sharma	Teacher Chandaus	I
61	8053	Jagdish Narain D kshit	S D College Cawnpore	I
59	9076	Raja Ram Garg	Bareilly College Bareilly	I
76	T37217	Shanker Nath Sukul	Teacher Sultanpur	II
57	12035	Kishori Lal Sharma	Bareilly College Bareilly	II
60	8461	D nker Narayan Kale	S D College Cawnpore	II
81	W3712	Mrs Raj Kumari Bajel	Resident Agra	II
77	T37218	Shri Lal Mishra	Teacher Bissau	II
74	T37215	Kesari Lal Tiwari	Kherwara Meerut	II

## EX STUDENTS

63	7122	Hari Vansha Kishore Kapur	Bareilly College Bareilly	III
64	7164	Ram Sewak Tignait	do	III

## TEACHERS

69	T37210	Atma Nand Gaur	Teacher Etawah	III
70	T37211	Bhagwan Vallabh Pant	Kekri	III
71	T37212	Hari Prasad Sharma (Trivedi)	Saharanpur	III

## INSPECTOR

80	I 379	Rama Kant Tewari	Inspector Alwar	III
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## MATHEMATICS

82	8454	Badri Prasad Gupta	Agra College Agra	
87	6185	Nil Prasanna Mukherji	Bareilly College Bareilly	
90	8956	Sirtaj Jang Bahadur Mathur	Maharaja s College Ja pur	I
93	9178	Jagd sh Saran Rastogi	Meerut College Meerut	II
85	8727	Hoti Lal Kashyap	St John s College Agra	II
92	9138	Banwari Lal	Meerut College Meerut	II
95	6341	Jagd sh Prasad Sharma	do	II

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE	Division
89	8762	Ram Gopal Gupta	Christ Church College Cawnpore	II
84	8115	Har Narain Sharma	St John's College Agra	III
86	11550	Lakshman Swarup Sharma	do	III
88	9121	Uma Shanker Bisaria	Bareilly College Bareilly	III
91	9135	Atma Nand Gupta	Meerut College Meerut	III
EX STUDENTS				
96	3963	Rajendra Prasad Saxena	Meerut College Meerut	III
TEACHERS				
97	T37221	Keshao Ramchandra Chikte	Teacher Datia	III
98	T37222	Govind Prasad Nigam	Cawnpore	III
99	T37223	Sharda Prasad Kaushik	Bikaner	III
PHILOSOPHY				
*101 }	8611	Prabhakar Balwant Machwe	Agra College Agra	II
*103 }	9334	G R Shastri Dugwekar	Christian College Indore	II
107	W3713	Mrs Savitri Bharatiya	Resident Allahabad	II
106	T37226	Ram Prasad Pandeya	Teacher Sitamau	II
102	8563	Shankar Sahai	Agra College, Agra	III
104	6393	Rameshwar Das Gupta	Meerut College Meerut	III
HISTORY				
117	8306	Mohan Lal Vidyarathi	S D College Cawnpore	I
112	8932	Sah Sobhag Mat Jain	Maharaja's College Jaipur	II
110	7897	Shanti Prasad Bhargava	Agra College Agra	II
*108 }	8493	Harnath Sarup	do	II
*109 }	8506	Krishan Chandra Sharma	do	II
114	9249	Saf ahuddin	Meerut College Meerut	II

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE	Division
119	8320	Shanker Dayal	S D College Cawnpore	II
120	7434	Syed Rafiuddin Ahmad Rahmani	do	II
123	12280	Phani Bhushan Roy	Meerut College Meerut	II
128	T37229	Jiwan Sahai	Teacher Muttra	II
111	10790	Swayamber Nath Chaturvedi	Agra College Agra	II
*121	12295	Ladli Prasad Singhal	Maharaja s College Ja pur	II
*135	T37236	Gopal Chandra Sugandhi	Teacher Dhar	II
114	7310	Man Mohan Lal	St John s College Agra	II
116	8302	Kedar Nath Bajpai	S D College Cawnpore	II
112	13838	Vaidehi Charan Parashar	Agra College, Agra	III
113	7337	Mahbub Husain	St John s College Agra	III
115	8846	Sheo Raj Singh Chauhan	do	III
118	8747	Prem Narayan Saksena	S D College Cawnpore	III
125	9263	Sher Singh	Meerut College Meerut	III

## TEACHERS

127	T37228	Girban Datt Joshi	Teacher Naini Tal	III
129	T37230	Piare Lal Gupta	, Faridpur (Bareilly)	III
130	T37231	Puran Chandra Srivastava	, Kanauj	III
131	T37232	Ram Behari Lal Johri	Hardwar	III
132	T37233	Ramchandra Ratanlal Katlana	Sitamau	III
133	T37234	Ambika Lal Srivastava	Hardoi	III
134	T37235	Bisheshwar Dayal Shukla	Hardoi	III
138	T37239	Mohammad Ishaq Siddiqui	Fatehpur	III
140	T37241	Shanti Prasad Pathak	Ajmer	III

## WOMAN

145	W3714	(Miss) Sabra Khatun	- Resident Meerut	III
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\*Get equal marks

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE.	Div s on
<b>ECONOMICS</b>				
154	8668	Durga Prasad Sharma	D A V College Cawnpore	I
159	8027	Rameshwar Agrawal	S D College Cawnpore	II
164	8388	Shiva Krishana Kaul	Holkar College Indore	II
157	5930	Baldeva Sahai Nigam	S D College Cawnpore	II
160	8372	Mool Chand Joshi	Holkar College Indore	II
*169 }	10814	Suraj Balram Sethi	Meerut College Meerut	II
*171 }	T37246	Girdhari Lal Khuller	Teacher Kotah	II
*146 }	9384	Mirza Hassan Habib	Agra College Agra	II
*166 }	9238	Raj Narain Gupta	Meerut College Meerut	II
152	9077	Rajendra Shanker Awasthi	Bareilly College Bareilly	II
148	10795	Ram Kumar	Agra College Agra	II
156	9230	Pundri Kaksh	D A V College Cawnpore	II
155	7425	Prayag Narain Sabharwal	do	II
147	7895	Rama Baboo Kothari	Agra College Agra	III
149	6986	Swarup Narain Mathur	do	III
151	9068	Nirankar Prasad Capoor	Bareilly College Bareilly	III
153	8341	Satish Chandra	do	III
158	5814	Raghubir Saran Goyal	S D College Cawnpore	III
161	6463	Pannalal Soni	Holkar College Indore	III
162	8384	Ratan Lal Jain	do	III
163	8385	Shankar Narhar Rahalkar	do	III
165	6303	Anand Swarup Sharma	Meerut College Meerut	III
167	3970	Ram Sharan Vidyarthi	do	III
168	3996	Veda Prakash Gupta	do	III

\* Get equal marks

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE	Division
TEACHERS				
17	T37247	Anwar Dayal Chandel	Teacher Allalabad	III
174	T37249	Indra Lal Chandel	Ujjain	III
176	T37251	Vasant Dattatraya Ranade	Indore	III
177	T37252	Jai Prakash Rastogi	Meerut	III
178	T37253	Matu Ram Ahlawat	Lakhaoti	III

## POLITICAL SCIENCE

186	T37258	Hriday Narain Sahi arwal	Teacher Cawnpore	II
184	T37256	Dip Chand Verma	Lakhaoti	II
179	8318	Roop Narain Misra	Christ Church College Cawnpore	II
180	8329	(Mrs ) Rup Kumari Aga	do	

## EX STUDENT

181	6787	Ram Kumar Nigam	Christ Church College Cawnpore	III
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## TEACHERS

182	T37254	Akhtar Hasan	Teacher Bijnor	III
183	T37255	Brij Nandan Lal	Aligarh	III
185	T37257	Shyam Datta	Chaziabad	III
187	T37259	Krishnadeva Prasad Gaur	Benares	III
188	T37260	Rameshwar Dayal Gupta	Hathras	III

## M A (Previous) EXAMINATION

Roll No	Enrolment or Reference Number	N A M E	Passed
<b>ENGLISH</b>			
<b>Agra College Agra</b>			
2	9647	Kaikhusroo Shapurji Daruwalla	P
6	9955	Shiva Shankar Roy	P
<b>St John's College, Agra</b>			
7	10701	Devi Prasad Sharma	P
9	10748	Harrison L. Frey	P
10	10749	Ishrat Ali	P
11	10589	Jai Prakash Singhal	P
13	6951	Kishori Lal Mital	P
14	8836	Murtaza Husain	P
15	12656	P. T. Thomas	P
16	10632	Udit Narain Srivastava	P
<b>S D College Cawnpore</b>			
21	4998	Indermohan Narayan Chaudhry	P
22	10587	Indra Narayan Mathur	P
25	13828	Pratap Bahadur Singh	P
26	8763	Ram Narain Tiwari	P
27	10620	Shachindra Narain Dikshit	P
28	10623	Shital Prasad	P
30	9475	Virendra Kumar Haruray	P
<b>Holkar College, Indore</b>			
35	12279	Jagdish Narain Bhatia	P
36	7364	Jal Dhunjishaw Patel	P
37	9562	Kashinath Joshi	P
38	10225	Manoharlal Jain	P
39	9577	Pandharinath Radhakrishna Puranik	P
40	9620	Shrikrishna Joshi	P
<b>Maharaja's College, Jaipur</b>			
41	9769	Pat Ram Gaur	P
42	9773	Radhai Shyam Bhatnagar	P
43	9777	Ramji Lal Gupta	P
44	9784	Ram Swarup Misra	P



Roll No	Enrolment or Reference Number	N A M E	Passed
<b>Meerut College Meerut</b>			
45	10373	Abdul Qadr Khan	P
46	10390	Babu Ram Agarwala	I
47	10416	Dhan Prakash Gupta	P
48	10423	Gopi Nath	P
51	13618	Mohd Ikram	P

## EX STUDENT

## Agra College Agra

52	8542	Ram Swarup Sharma	kaushik	P
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## TEACHERS

61	T3715	Hari Ram Misra	Teacher Panna C I	P
62	T3716	Har Swarup	Bagar Jaipur	P
64	T3718	Joel A Nath	Ajmer	P
65	T3719	Kishore Saran Varma	Agra	P
67	T3721	Madan Singh Baghela	Dholpur	P
72	T3726	Nand Lal Bhattacharya	Aligarh	I
75	T3729	Ramprasad Mannalal Mishra	Bhaupura Indore	P
85	T3739	Ramchandra Gupta	Kalauha Fatehpur	P
86	T3740	Ronald Trevarthen Lean	Naini Tal	P
89	T3743	Shiv Shankar Varma	Shahjahanpur	P
99	T3753	Kashab Dat Joshi	Sirohi	P
100	T3754	M R V Krishna Rao	Bikaner	P
105	T3759	Vishveshwar Nath Langer	Muzaffarnagar	P

## INSPECTOR

106	I371	Purselottam Lal Srivastava Dy Insp	Gonda	P
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## WOMAN CANDIDATE

109	W374	(Miss) Naja Unwalla	Cawnpore	P
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## SANSKRIT

## S D College Cawnpore

110	10333	Durga Prasad Agarwal	---	P
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## Maharaja's College Jaipur

111	8976	Jagdeesh Prasad	---	P
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Roll No	Enrolment or Reference Number	NAME			Passed
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**Meerut College, Meerut**

11	7656	Chiranjī Lal Goel	---	-	P
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**TEACHERS**

113	T3760	Narayan Raoji Chitale	Teacher	Gwalior	-	P
115	T3762	Vinayak Shamrao Joshi		Barwani	-	P
117	T3764	(Miss) Shanti Kumari	-	Hardoi	-	P
		Shivpuri				
118	T3765	Praveen Chandra Jain		Jaipur	-	P
119	T3766	Lakshmi Narain Sharma	,	Khurja		P

**PERSIAN****St John's College Agra**

120	12653	Abrar Hasan Khan			-	P
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**Maharaja's College Jaipur**

121	9761	Masroor Ahmad Siddiqi			-	P
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**Meerut College Meerut**

122	10470	Mahendra Lal Jaini	-	-	-	P
123	10525	Syed Abdul Waheed Bokhary			-	P

**TEACHERS**

124	T3767	Ali Shōr Khan	Teacher	Patchgarh		P
125	T3768	Khaleeqe Ahmad	-	Barilly		P
126	T3769	Mohammed Ilyas		Indore	-	P
129	T3772	Saïyid Zille Panjatan		Nowgong		P
		Zaidi		(Bundelkand)		
131	T3774	Shiam Bihari Lal Saksena		Agra	-	P
133	T3776	Saïyid Nasirul Hasan		Nagina		P
134	T3777	Sheo Bhagwan Dixit	-	Hardwar	---	P

**INSPECTOR**

135	1372	Rashid Husain	..	Sub Deputy Inspector	..	P
				Moradabad		

**HINDI****St John's College, Agra**

136	9877	Krishna Sahai Srivastava				P
137	8832	Maharaj Narain Kacker			-	P
138	10765	M Krishna Ra na			-	P

Roll No	Enrolment of Reference Number	N A M E	Passed.
139	10768	Nepal Singh Chaudhry	P
140	10776	Sheodan Singh	P
141	10781	Tikam Singh Tomar	P
<b>Bareilly College Bareilly</b>			
142	9041	Jagat Ram Misra	P
143	9054	Krishna Kumar Pathak	P
<b>S D College Cawnpore</b>			
144	8635	Bihari Lal Dubey	P
145	10805	B shambhar Dayal Sharma	P
146	9439	Chironji Lal Agarwal	P
147	8723	Gorakh Prasad Srivastava	P
148	10612	Ram Narain Srivastava	P
149	4762	Kudra Nand Misra	P

**TEACHERS**

150	T3779	Amar Chand Shukla	Teacher Jodhpur	P
151	T3780	Chand Mal Jain	Jaipur	P
152	T3781	Chintamani Malaviya	Satna Rewa State	P
153	T3782	Girraj Prasad Sharma	Bharatpur	P
154	T3783	Krishna Deva Upadhyaya	Najibabad	P
156	T3785	Madhoda Vyas	Bikaner	P
158	T3787	Padmanand Sharma	Bikaner	P
159	T3788	Ramdat Bharadwaj	Kasganj	P
161	T3790	Shiva Kumar Ojha	Alwar	P
164	T3793	Surya Dev Sharma	Ajmer	P
166	T3795	Babu Lal Goila	Haldwani	P
171	T37100	Bhim Singh Chand	Allahabad	P
172	T37101	Chandrika Prasad Misra	do	P
173	T37102	Gauri Shanker Pandya	Benares	P
174	T37103	Ghamandi Lal Sharma	Khurja	P
175	T37104	Gopi Ballabh Dikshit	Mirzapur	P
176	T37105	Govind Bihari Agarwal	Muzaffarnagar	P
179	T37108	Kailash Nath	Orai	P
180	T37109	Raja Ram Pan ley	Allahabad	P
181	T37110	Rajendra Singh Gaur	do	P

**WOMEN CANDIDATES**

185	W 375	(Miss) Shakuntala Saxena	Resident Lucknow	P
186	W 376	(Miss) Bhumiya Devi Saxena	do	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed
<b>MATHEMATICS</b>			
<b>Agra College, Agra</b>			
189	9927	Rameshwar Dayal Saksena	P
<b>St John's College Agra</b>			
191	10719	Shri Gopal Gupta	P
<b>Bareilly College, Bareilly</b>			
192	9017	Amar Singh Khanna	P
<b>Christ Church College, Cawnpore</b>			
193	10638	Dharam Pal Agarwal	P
196	10660	Ram Swarup Saksena	P
<b>Maharaja's College, Jaipur</b>			
197	9731	Dwarka Nath Nanda	P
<b>Meerut College, Meerut</b>			
198	10382	Anand Prakash Jain	P
199	10422	Ghanashyam Dass Nagar	P
200	10454	Kishore Chand	P
201	10475	Man Mohan Dass	P
<b>TEACHERS</b>			
205	T37116	Thomas Rigby	Teacher Nainital P
<b>PHILOSOPHY</b>			
<b>Agra College Agra</b>			
208	8540	Ramesh Verma	P
<b>Meerut College, Meerut</b>			
209	13629	Bharat Bhushan Saxena	P
210	13635	Shyam Swarup Bhatnagar	P
211	10548	Vijai pal Singh Sirohi	P
<b>HISTORY</b>			
<b>Agra College, Agra</b>			
216	9804	Amir Chand Jain	P
217	9829	Chandra Nath Sharma	P
218	9834	Ganesh Datt	P
219	10089	Kailash Chander Verma	P
220	7231	Khet Pal Singh Yadava	P
222	9962	Shiva Prasad Gupta	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed.
<b>St John's College, Agra</b>			
223	10744	Devendra Verma	P
224	10759	Lila Dhar Singh Yadava	P
225	10711	Megh Nath Singh Shishaudya	P
226	6608	Sayid Haidar Husain Rizvi	P
228	10777	Shiva Narain Lal Tewari	P
<b>S D College, Cawnpore</b>			
229	10329	Bharat Singh Rathore	P
230	7406	Drona Kumar Shukla	P
231	10346	Nawab Ali Quraishi	P
232	10606	Ram Chandra Chaturvedi	P
233	8657	Sarda Prasad Srivastava	P
<b>Maharaja's College, Jaipur</b>			
234	9752	Kirpa Shankar Srivastava	P
<b>Meerut College, Meerut</b>			
235	10379	Amba Prakash	P
236	10385	Aqil Ahmad	P
237	13630	Charukury Prakasa Rao	P
238	10417	Dinesh Chandra Gupta	P
239	10432	Harsaran Das Mithal	P
241	13619	Sheo Dhan Singh	P
<b>EX-STUDENT</b>			
<b>S D College, Cawnpore</b>			
242	12276	Krishna Ganesh Nene	P
<b>TEACHERS</b>			
244	T37123	Anand Murti	Teacher, Benares P
246	T37125	Edward David Hart	Naini Tal P
252	T37131	Moti Lal Mathur	Kekri Ajmer P
257	T37136	Baij Nath Sinha	Banda P
258	T37137	Bhagwandin Khare	Allahabad P
262	T37141	Ganga Prasad Tiwari	Lucknow P
266	T37145	Manik Narain Srivastava	Benares P
271	T37150	Shiva Kumar Bhattacharya	Benares P
276	T37155	Maheshwar Nath Dravid	Khadela, Jaipur P

Roll No	Enrolment or Refer- ence Number	NAME	Passes
<b>MATHEMATICS</b>			
<b>Agra College, Agra</b>			
189	9927	Kameshwar Dayal Saksena	P
<b>St John's College, Agra</b>			
191	10719	Shri Gopal Gupta	P
<b>Bareilly College, Bareilly</b>			
192	9017	Amar Singh Khanna	P
<b>Christ Church College, Cawnpore</b>			
193	10638	Dharam Pal Agarwal	P
196	10660	Ram Swarup Saksena	P
<b>Maharaja's College, Jaipur</b>			
197	9731	Dwarka Nath Nanda	P
<b>Meerut College, Meerut</b>			
198	10382	Anand Prakash Jain	P
199	10422	Ghansham Dass Nagar	P
200	10454	Kishore Chand	P
201	10475	Man Mohan Dass	P
<b>TEACHERS</b>			
205	T37116	Thomas Rigby	Teacher, Nainital
<b>PHILOSOPHY</b>			
<b>Agra College, Agra</b>			
208	8540	Ramesh Verma	P
<b>Meerut College, Meerut</b>			
209	13629	Bharat Bhushan Saxena	P
210	13635	Shyam Swarup Bhatnagar	P
211	10548	Vijaypal Singh Sirohi	P
<b>HISTORY</b>			
<b>Agra College, Agra</b>			
216	9804	Amir Chand Jain	P
217	9829	Chandra Nath Sharma	P
218	9834	Ganesh Datt	P
219	10089	Kailash Chander Verma	P
220	7231	Khet Pal Singh Yadava	P
222	9963	Shiva Prasad Gupta	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed.
<b>St John's College, Agra</b>			
223	10744	Devendra Verma	P
224	10759	Lila Dhar Singh Yadava	P
225	10711	Megh Nath Singh Shishaudya	P
226	6608	Sayid Haidar Husain Rizvi	P
228	10777	Shiva Narain Lal Tewari	P

**S D College Cawnpore**

229	10329	Bharat Singh Rathore	P
230	7406	Drona Kumar Shukla	P
231	10346	Nawab Ali Quraishi	P
232	10606	Ram Chandra Chaturvedi	P
233	8657	Sarda Prasad Srivastava	P

**Maharaja's College Jaipur**

234	9752	Kirpa Shankar Srivastava	P
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**Meerut College, Meerut**

235	10379	Amba Prakash	P
236	10385	Aqil Ahmad	P
237	13630	Charukury Prakasa Rao	P
238	10417	Dinesh Chandra Gupta	P
239	10432	Harsaran Das Mithal	P
241	13619	Sheo Dhan Singh	P

**EX-STUDENT****S D College, Cawnpore**

242	12276	Krishna Ganesh Nene	P
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**TEACHERS**

244	T37123	Anand Murti	Teacher, Benares	P
246	T37125	Edward David Hart	Naini Tal	P
252	T37131	Moti Lal Mathur	Kekri Ajmer	P
257	T37136	Baij Nath Sinha	Banda	P
258	T37137	Bhagwandin Khare	Allahabad	P
262	T37141	Ganga Prasad Tiwari	Lucknow	P
266	T37145	Manik Narain Srivastava	Benares	P
271	T37150	Shiva Kumar Bhattacharya	Benares	P
276	T37155	Maheshwar Nath Druvid	Khadela, Jaipur	P

Roll No	Enrolment or Refer- ence Number	NAME.		Passed
279	T37158	Rup Narain Mathur	Teacher Ratangarh	P
281	T37160	Hamid Jan Khan	" Meerut	P
282	T37161	Harsaran Dass Kamboh	" Mussoorie	P
283	T37162	Ram Chander Mital	" Khurja	P
284	T37163	Raziuddin Siddiqi	" Meerut	P
286	T37165	Shiva Nath Singh Tyagi	" Baraut	P

## INSPECTORS

287	I374	Gulshan Swarup Varma	Sub Dy Inspector Moradabad	P
290	I377	Gop Nath Sharma	Dy Inspector Udaipur	P

## ECONOMICS

## St John's College Agra

292	10724	Dwarka Prasad Gupta	"	P
293	7289	Trivikram Rao Sapre		P
294	9975	Virendra Pati Yadava		P

## Bareilly College Bareilly

295	10060	Bishambhar Nath Agrawala	"	P
296	9101	Syed Khurshed Husa n Zaidi		P

## D A V College Cawnpore

297	10673	Kripal Nath Srivastava		I
298	10591	Krishna Pratap Narain		P
299	9696	Lalan Kumar Gupta	"	P
300	10677	Prabhakar Vajjnath Lokras	"	P
301	8755	Rajeshwar Sahai Srivastava	"	P

## S D College Cawnpore

302	8284	Aditya Narain Misra	"	P
303	10320	Chaman Lal Kapur	"	I
304	10350	Pyare Lal Gupta	"	P

## Holkar College Indore

305	10194	Chandra Mohan Khar	"	P
306	9563	Kedar Nath Kacker	"	P
307	9995	Manohar Singh Mehta	"	P
308	9590	Satya Narain Bhanwar Lal Vyas	"	P
309	12904	Umed Bhai F. Patel	"	P



Roll No	Enrolment or Refer- ence Number	NAME	Passed
<b>Meerut College Meerut</b>			
311	10378	Amarnath Bindal	P
313	7665	Gauri Dayal Mathur	P
314	10425	Gyan Sundar	P
316	10458	Kanti Chandra	P
317	7697	Kripa Ram Gupta	P
318	9272	Shri Prakash	P

## EX STUDENT

**Holkar College Indore**

319	7353	Brij Mohan Lal Mathur	P
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## TEACHERS

320	T37166	Bhagwati Prasad Sharma	Teacher Muzaffar nagar	P
323	T37169	Radha Raman	Ghaziabad	P
326	T37172	Khem Chand Mehta	Jodhpur	P
328	T37174	Sudarshan Deo	Gorakhpur	P
329	T37175	Sudhir Chandra Sarkar	Indore	P

## WOMAN CANDIDATE

335	W3710	(Miss) Rukmini Jeramdas Resident Indore Kirpalani	P
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Roll No	Enrolment or Refer- ence Number	NAME		Passed
279	T37158	Rup Narain Mathur	Teacher, Ratangarh	P
281	T37160	Hamid Jan Khan	" , Meerut	P
282	T37161	Harsaran Dass Kamboh	" , Mussoorie	P
283	T37162	Ram Chander Mital	" , Khurja	P
284	T37163	Raziuddin Siddiqi	" , Meerut	P
286	T37165	Shiva Nath Singh Tyagi	" , Baraut	P

## INSPECTORS

287	I374	Gulshan Swarup Varma	Sub Dy Inspector, Moradabad	P
290	I377	Gopi Nath Sharma	Dy Inspector Udampur	P

## ECONOMICS

## St John's College, Agra

292	10724	Dwarka Prasad Gupta	" ,	P
293	7289	Trivikram Rao Sapre		P
294	9975	Virendra Pati Yadava		P

## Bareilly College Bareilly

295	10060	Bishambhar Nath Agrawala	"	P
296	9101	Syed Khurshed Husain Zaidi		P

## D A -V College, Cawnpore

297	10673	Kripal Nath Srivastava		P
298	10591	Krishna Pratap Narain		P
299	9696	Lalan Kumar Gupta	"	P
300	10677	Prabhakar Vajjnath Lokras	"	P
301	8755	Rajeshwar Sahai Srivastava		P

## S D College Cawnpore

302	8284	Aditya Narain Misra	"	P
303	10370	Chaman Lal Kapur	"	P
304	10350	Pyare Lal Gupta		P

## Holkar College, Indore

305	10194	Chandra Mohan Khar	"	P
306	9563	Kedar Nath Kacker	"	P
307	9995	Manohar Singh Mehta	"	P
308	9590	Satya Narain Bhanwar Lal Vyas	"	P
309	12904	Umed Bhai F Patel	"	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed
<b>Meerut College, Meerut</b>			
311	10378	Amarnath Bindal	P
313	7665	Gauri Dayal Mathur	P
314	10425	Gyan Sundar	P
316	10458	Kanti Chandra	P
317	7697	Kripa Ram Gupta	P
318	9272	Shri Prakash	P

## EX STUDENT

**Holkar College Indore**

319	7353	Brij Mohan Lal Mathur	P
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## TEACHERS

320	T37166	Bhagwati Prasad Sharma	Teacher Muzaffar nagar	P
323	T37169	Radha Raman	Ghaziabad	P
326	T37172	Khem Chand Mehta	Jodhpur	P
328	T37174	Sudarshan Deo	Gorakhpur	P
329	T37175	Sudhir Chandra Sarkar	Indore	P

## WOMAN CANDIDATE

335	W3710	(Miss) Rukmini Jeramdas Resident Indore Kirpalani	P
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## B A EXAMINATION

R. No.	Enrolment Number	N A M E	Division
Agra College Agra			
1	11790	Amar Singh Chaturvedi ..	III
3	11789	Avadh Bihari Lal Tiwari	III
4	11792	Badri Prasad Sharma	II
5	9819	Bal Krishna Mehra ..	III
7	11586	Ballabh Saran ..	III
8	11886	Basdeo Sahai	II
9	11793	Bhagwat Prasad Sharma	III
10	11794	Bharat Singh	I
11	11795	Bishambar Nath Bhat	III
12	11798	Chameli Prasad Sharma	III
13	11799	Champa Lal Jindal ..	III
15	11797	Chittarmal Gupta	III
16	9824	Chunni Lal Garg ....	III
18	11302	Cursedeji Nawroji Gandevis ..	III
20	11890	Devi Prasad Sharma	III
21	11803	Dhoom Bahadur Saxena ..	III
22	11801	Dhruva Bihari Lal Srivastava	II
27	11808	Govind Singh Sharma	II
28	11806	Govind Singh Singhvi ..	III
29	11811	Hari Krishna	II
30	11816	Hari Shanker Agarwal	III
32	11815	Harnandan Prasad Seth	III
33	12315	Har Nath Goyal	II
34	12812	Har Prasad Gupta	III
35	11810	Hira Lal Agarwala	III
37	11894	(Miss) Indira Trivedi	III
39	11818	Ishwari Dayal Sharma	III
40	11787	Jagat Narain	II
45	9863	Jagnandana Swarup Bhatnagar ..	III
47	11823	Jamini Kumar Tiwari	II
48	12318	Jaipal Singh	III
49	11824	Jineshwar Das Jain	III
50	11897	(Miss) Kamala Sethi ..	II
51	11931	(Miss) Kamla Bhambhani ....	III
52	11896	(Miss) Kamla Rani Mathur ..	III
54	11836	Kedar Nath Tewari ....	II

Roll No	Enrolment Number	N A M E	Division
Agra College Agra (Contd.)			
57	11827	Krishna Singh	III
59	9895	Madhav Saran Gupta	II
60	11840	Maha Narain Mathur	III
61	9896	Mahendra Nath Mehra	III
62	11839	Mahendra Singh	II
64	11841	Mohan Manohar Singh Sandal	II
65	11901	Muhammad Musharraf Ali Khan	II
66	11927	Nandlal Sahgal	III
67	9901	Navin Chandra Chaturvedi	III
69	9907	Onkar Nath Sharma	III
70	11849	Onkar Prasad	II
71	11850	Onkar Prasad Gupta	III
73	9916	Pooran Prakash Awasthi	III
76	11853	Prem Narain Hajela	III
78	11856	Prem Prakash	II
79	11912	Radhakrishna Dixit	III
80	11862	Radhe Shyam Chaturvedi	II
81	11857	Raghubir Sinha Bhakhrot	III
85	9932	Rajendra Narain Sherry	III
86	11863	Rajendra Prasad Kamthan	III
88	11866	Raj Kumar Sharma	III
94	11860	Ramji Lal Verma	III
97	11914	Ram Prasad Maheshwari	III
98	11868	Ram Singh Dhakarey	III
99	11859	Ram Swarup Agrawal	III
100	11864	Ranbir Singh	III
101	11875	Sarup Kishore Shrivastava	III
102	9951	Satish Chandra Chaturvedi	III
103	11877	Sheobarn Singh	III
104	11928	Shital Singh Jain	III
107	11876	Shrikanta Kumara Shukla	III
110	11919	Shyam Lal Gautam	III
111	9965	Shyam Lal Sharma	III
114	11917	Shri Krishna Behari	III
115	12309	Subodh Kumar Sharma	II
116	11873	Sukhvir Singh Gupta	III
117	11878	Tulsi Ram Verma	II

Roll No	Enrolment Number	N A M E	Division
<b>Agra College, Agra (Concl'd)</b>			
118	8568	Vidya Nath Chaturvedi	III
119	9974	Virendra Pal Singh Yadava	III
121	11926	Vishva Nath Shukla	III
<b>St John's College, Agra</b>			
122	11471	Amar Nath Bansal	III
123	11470	Amba Shankar Dave	III
124	11469	Anthony Francis Reghelini	III
127	10394	Balmukand	III
128	11473	Banarsi Das	III
129	11474	Elvina Mercy Timothy	III
135	11545	Jai Gopal	III
136	11483	Jhamman Lal Agarwal	III
137	11484	Kanhaiya Lal Nagar	III
138	11480	Kr Hukum Singh Sikarwar	III
139	11485	Kunwar Toran Singh Sikarwar	III
144	11487	Narbada Prasad R Shrewastava	III
146	11488	Oswald Mervyn Tobit	II
148	11490	Raghuraj Singh Rajput	III
149	11491	Rajeshwar Pershad Munshi	III
150	11492	Raj Narayan Sharma	II
151	11494	Ram Prasad Goyal	II
153	10716	Roshan Lal Agarwal	III
154	11496	Rudra Bhan Singh	III
155	11497	Sajid Hasan Qadri	II
158	11498	Shanker Swarup Bhatnagar	II
163	11547	Syed Muhammad Yunus Naqvi	II
164	11548	Thadani Motiram Rijhumal	III
165	11505	Vidya Bhushan Agrawal	II
167	11506	Ygya Dutta Gautama	III
<b>Government College, Ajmer</b>			
168	11291	Abdul Karim	III
172	11295	Ayodhya Nath Bhargava	II
178	11300	Brijendra Narain Bhatnagar	III
179	9428	Dau Das Mahendra	II
180	11303	Deen Dyal Sharma	III

Roll No	Enrolment Number	N A M E .	Division
<b>Government College, Ajmer (Concl'd)</b>			
181	6202	Hanuman Singh	III
182	11304	Kameshwar Narain Bhatnagar	II
183	11305	(Miss) Kamla Devi	II
185	11307	Krishna Lal Yadava	III
186	11308	Krishna Prasad Capoor	III
188	11309	Madan Lal Rathu	III
189	11310	Mahendra Kumar B Bhatnagar	III
191	11314	Muhammad Noor Khan	II
192	11315	Muhammad Qudratulah Khan	II
193	11316	Mohanlal Kashyap	II
195	11313	Muhammad Ismail Khan	III
196	11317	Narendra Kumar Kaushik	III
197	11318	Nasrullah Khan	III
198	11321	P Gopal Krishna	III
200	11323	Raghu Nandan Agrawal	III
202	12282	Roy George Llewellyn	II
204	11324	(Miss) Shakuntala Devi	III
207	11326	Shiv Prakash Saxena	II
<b>Bareilly College Bareilly</b>			
211	12042	Abdul Rauf Khan	III
212	12043	Abhimanyu Mehrotra	III
217	12048	Ambika Charan	III
221	12051	Behari Lal Agarwal	II
222	12052	Behari Lal Goswami	III
223	12053	Bhagwati Charan Saxena	III
224	12054	Bhagwat Prasad Agarwal	III
225	12055	Bhagwat Saran Agarwala	III
227	10066	Chhail Behari Lal Bhatnagar	III
231	12061	Fasih Ullah Khan	III
232	12062	Gauri Shankar Singhal	II
233	10071	Girija Shankar Misra	III
234	12063	Gopal Krishna Mehrotra	III
236	12065	Greesh Chandra Saxena	III
237	12067	Harbilas Goyal	III
243	12072	Hasan Adil	III
247	12074	Ikram Husain	III

Roll No	Enrolment Number	N A M E	Division
<b>Agra College, Agra (Concl'd)</b>			
118	8568	Vidya Nath Chaturvedi	III
119	9974	Virendra Pal Singh Yadava	III
121	11926	Vishva Nath Shukla	III
<b>St John's College, Agra</b>			
122	11471	Amar Nath Bansal	III
123	11470	Amba Shankar Dave	III
124	11469	Anthony Francis Reghelini	III
127	10394	Balmukand	III
128	11473	Banarsi Das	III
129	11474	Elvina Mercy Timothy	III
135	11545	Jai Gopal	III
136	11483	Jhamman Lal Agarwal	III
137	11484	Kanhaiya Lal Nagar	III
138	11480	Kr Hukum Singh Sikarwar	III
139	11485	Kunwar Toran Singh Sikarwar	III
144	11487	Narbada Prasad R Shrewastava	III
146	11488	Oswald Mervyn Tobit	II
148	11490	Raghuraj Singh Rajput	III
149	11491	Rajeshwar Pershad Munshi	III
150	11492	Raj Narayan Sharma	II
151	11494	Ram Prasad Goyal	II
153	10716	Roshan Lal Agarwal	III
154	11496	Rudra Bhan Singh	III
155	11497	Sajid Hasan Qadri	II
158	11498	Shanker Swarup Bhatnagar	II
163	11547	Syed Muhammad Yunus Naqvi	II
164	11548	Shadani Motiram Rijhumal	III
165	11505	Vidya Bhushan Agrawal	II
167	11506	Yajna Dutta Gautama	III
<b>Government College, Ajmer</b>			
168	11291	Al dul Karim	III
172	11295	Ayodhya Nath Bhargava	II
178	11300	Brijen Ira Narain Bhatnagar	III
179	9498	Dau Das Mahendra	II
180	11303	Deen Dayal Sharma	III



Roll No	Enrolment Number	NAME		Division
Government College Ajmer (Concl'd)				
181	6202	Hanuman Singh	..	III
182	11304	Kameshwar Narain Bhatnagar	..	II
183	11305	(Miss) Kamla Devi		II
185	11307	Krishna Lal Yadava		III
186	11308	Krishna Prasad Capoor		III
188	11309	Madan Lal Rathu		III
189	11310	Mahendra Kumar B Bhatnagar		III
191	11314	Muhammad Noor Khan		II
192	11315	Muhammad Qudratulah Khan		II
193	11316	Mohanlal Kashyap	..	II
195	11313	Muhammad Ismail Khan		III
196	11317	Narendra Kumar Kaushik		III
197	11318	Nasrullah Khan	..	III
198	11321	P Gopal Krishna		III
200	11323	Raghu Nandan Agrawal		III
202	12282	Roy George Llewellyn	---	II
204	11324	(Miss) Shakuntala Devi		III
207	11326	Shiv Prakash Saxena		II
Bareilly College Bareilly				
211	12042	Abdul Rauf Khan	---	III
212	12043	Abhimanyu Mehrotra	..	III
217	12048	Ambika Charan	..	III
221	12051	Behari Lal Agarwal	---	II
222	12052	Behari Lal Goswami	..	III
223	12053	Bhagwati Charan Saxena	---	III
224	12054	Bhagwat Prasad Agarwal	---	III
225	12055	Bhagwat Saran Agarwala	---	III
227	10066	Chhail Behari Lal Bartaria	---	III
231	12061	Fasih Ullah Khan	---	III
232	12062	Gaur Shankar Singhal	---	II
233	10071	Girija Shankar Misra	---	III
234	12063	Gopal Krishna Mehrotra	---	III
236	12065	Greesh Chandra Saxena	---	III
237	12067	Harbilas Goyal	---	III
243	12072	Hasan Adil	---	III
247	12074	Ikram Husain	---	II

Roll No	Enrolment Number	NAME	Division
Bareilly College, Bareilly (Contd)			
248	9744	Jagannath Prasad	III
249	12075	Jagdish Narain	III
251	12077	Jagdish Prasad Pande	III
255	12080	Jagvir Singh Chauhan	II
256	12081	Jai Narain Mundra	II
257	12082	Jaipal Singh Naresh	III
258	12083	Jhumak Lal Saxena	II
259	12084	Jot Singh	II
260	12085	Kailash Chandra	III
261	12087	Kamta Prasad Bhatnagar	II
*262	12088	Krishna Acharya	III
265	12090	Kunwar Bahadur Varma	III
270	12093	Madan Mohan Saxena	III
271	12094	Mahmud Ahmad	III
273	12096	Muhammad Abdul Muqtadir	III
275	12098	Muhammad Sayeed Khan	III
276	10109	Mohan Lal Bhardwaj	III
283	12102	Om Perakash	III
285	12104	Onkar Singh	II
290	12107	Radha Raman Saksena	III
291	12108	Radhe Mohan Saksena	II
292	12109	Rafiq Ahmed Abdali	III
295	12110	Rajendra Nath Kodesa	III
296	12111	Rama Gopal Saksena	II
297	10134	Ram Chandra Sahai	III
298	12112	Ramesh Chandra Choudhri	III
299	12113	Rameshwar Nath	III
300	10135	Ram Harnath	III
305	12117	Ram Sanehi	III
306	12118	Ram Shankar Varma	II
308	12120	Risatullah Khan	II
309	12121	Ronald Ralph Mellor	II
311	12123	Shanti Kumar Agarwal	III
312	12125	Sharafat Ullah Khan	III
318	8443	Sita Pati Saran	II

\*Also passed in the extra optional—Hindi Paper III

Roll No	Enrolment number	N A M E	Division
<b>Bareilly College, Bareilly (Concl'd)</b>			
321	12132	S. Tanzim Husain Zaidi	II
323	12134	Syed Abrar Husain	III
324	12135	Syed Insha Ali	III
325	12136	Syed Intiqamul Hasnain Zaidi	II
326	12137	Syed Kazim Husain	III
328	12138	Syed Mohd. Aley Rasool	II
329	12139	Vijay Swarup Wal	II
330	12140	Virendra Datt Saklani	II

**Dungar College Bikaner**

333	11568	Ahmad Buksh Sindhi	III
334	11553	Amar Singh Tanwar	III
336	11562	Banarsi Dass	III
337	11555	Bhagat Singh Jat	II
338	11565	Chandra Prakash	II
339	10575	Chironji Lal Misra	III
340	11563	Durga Dutta Sharma	III
341	12305	Har Dutt Singh	III
342	11559	Jayanti Prasad Agrawala	III
346	11551	Murlidhar Sharma	III
348	11569	Puran Chand Sharma	III
350	10501	Randhir Singh Aeron	III
351	11560	Sheo Karan Singh Tanwar	II
353	11558	Sri Lal Sharma	II

**Christ Church College, Cawnpore**

356	11236	Amar Nath Prasad	III
357	12272	Balram Krishna Agrawala	III
359	11239	Banwari Lal Dwivedi	III
360	11241	Bhava Nath Vajpeyi	II
365	11246	Ganga Narain	III
366	11247	Gopi Nath Dikshit	III
367	11253	Kali Shanker Shukla	II
370	10650	Kunwar Bahadur Nigam	III
372	11254	Masihuddin Ahmad	III
376	11259	Mujeebullah	III
377	11255	Mumtaz Ali	II
379	11265	Raja Kumar Chaturvedi	III

Roll No	Enrolment Number	N A M E	Division
<b>Christ Church College, Cawnpore (Concl'd)</b>			
380	11270	Raja Ram Awasthi	III
382	11271	Ram Das Awasthi	III
383	11266	Ramesh Kant Shukla	III
387	11282	Shanker Dutta Misra	III
388	9706	Shanker Lal Misra	II
389	11276	Shiva Ram Singh	III
392	11277	Sukumar Bose	II
393	11278	Surendrajit Singh	III
394	11283	Tulsi Prasad Srivastava	III
395	11284	Uma Shankar Trivedi	III
397	11285	(Miss) Vilasprabha H Shroff	III
398	9710	Vir Arjuna	III
400	11287	Yakub Ali Rizvi	III

### D A V College Cawnpore

402	11006	Anand Bihari Misra	II
408	11012	Brij Kishore Gupta	II
410	11014	Chandra Kant B Dave	III
411	11015	Chandrika Prasad	III
416	11017	Devi Sahai	III
419	11019	Girija Dutt Dixit	III
420	11020	Gokul Prasad Pathak	III
421	11021	Gopal Krishna Sarkar	III
422	11022	Gorakh Nath Singh	III
423	11023	Govind Prasad	II
426	10583	Hardeo Narayan Sharma	III
429	11027	Jagdeesh Bahadur Srivastava	III
431	11020	Jagdish Prasad Chaturvedi	II
434	11031	Jamuna Sahai Misra	III
435	11038	Janardan	III
436	11032	Joti Prasad Gupta	III
439	11034	Krishna Murari	II
442	11037	Lakshmi Narain Verma	II
443	10592	Lala Ram Misra	II
445	11040	Mahendra Pal	III
446	11041	Mewa Lal Chaurasia	II
449	10599	Nihal Singh	III

Roll No	Enrol- ment Number	N A M E	Division
<b>D A V College, Cawnpore (Concld)</b>			
450	6777	Nripati Prasad Bagchi	II
451	11688	Omkar Nath Garg	III
454	11046	Prem Chandra Agrawala	II
458	11943	Ram Autar Pathak	III
459	11049	Ram Bharosey Shukla	III
461	11051	Ramchandra Srivastava	III
462	11050	Ram Charan Agrawal	III
463	11053	Ramesh Chand Agrawal	III
464	11944	Ramesh Chandra Gupta	III
466	10608	Rameshwar Prasad Srivastava	III
467	11945	Ram Kumar Tripathi	III
468	11055	Ram Sahai Gupta	III
470	11946	Ratan Lal	II
471	11058	Ravindra Narain Dikshit	III
472	11059	Sadan Singh Tiwari	III
474	11060	Sant Prasad Singh	II
475	11062	Sardar Singh	III
477	11063	Satya Narain Saksena	III
479	11065	Shambhoo Dayal Srivastava	II
480	11066	Shambhu Dayal Srivastava	III
481	11064	Shanti Swarup Dalela	III
482	11067	Shiva Narain Khanna	III
483	11951	Shyama Charan	III
484	11068	Shyam Sundar Lal Pande	II
486	10627	Sudarshan Singh Rawat	III
487	11072	Surendra Singh Parmar	III
489	11073	Swami Prashad Lodhi Rajput	II
490	11952	Swami Saran Nigam	II
491	11074	Tikam Singh Naoveer	-
492	11954	Triloki Nath Bhargava	-
<b>S D College, Cawnpore</b>			
497	10325	Amarnath Mehrotra	-
502	12148	Benarsi Das Tandan	-
503	12147	Bharat Prasad	-
505	12153	Chandra Shekher Bhalchandra	-
506	12152	Chandrika Prasad Dikshit	III

Roll No	Enrolment Number	N A M E	Division
<b>S D College, Cawnpore (Concl'd)</b>			
507	12154	Devi Prasad Singh	III
508	12155	Durga Prasad Gupta	III
512	11245	Girja Shanker Saxena	III
515	12161	Ianardan Das Gaiha	III
516	12162	Joti Prasad	III
520	12186	Madan Mohan Jh ngran	II
522	12164	Moti Lal Shukla	III
523	0212	Murari Lal Singhal	II
525	12165	Onkar Singh	III
526	12166	Radhey Lall	II
527	12167	Radhev Shyam Bajpai	II
534	11566	Ram Nath Gupta	III
536	12175	Shambhu Dayal Gupta	I
537	12176	Shiam Lal Srivastava	III
541	12179	Shri Ram Kashyapa	III
542	12181	Shyam Singh Seth	II
<b>St Andrew's College Gorakhpur</b>			
543	11994	Abdul Rashid Khan	III
544	9999	Abdul Raziq Ansari	III
545	11993	Abdussalam	III
546	11995	Amjad Ali Khan Ghaznawi	III
547	11996	Ananda Charan Verma	III
548	10000	Ba dya Nath Prasad	III
550	12015	Beer keshwar Singh	III
551	10003	Bengali Tewari	III
554	11999	D p Narain	II
557	12000	Ishwar Chandra	II
561	12004	Merrill Ivan Frederick Calender	III
563	12006	Mohd Mozammil	II
565	10019	Muhammad Haneef	III
570	8438	Rai Udai Narain Prasad	III
571	12011	Raja Ram Singh	III
574	12012	Ram Bihari Dube	III
577	12013	Sant Bukhsh Singla	III
578	10033	Shashi Nath Pathak	III
579	12014	Syed Murtaza Husain Faruqi	II

Roll No.	Enrolment Number	N A M E	Division
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## Victoria College Gwalior

582	9434	Anand Rao Raghunath Dalvi	III
584	10943	Balkrishna Narayan Mundi	II
585	9438	Brij Behari Lal Saxena	III
587	10947	Gajendra Moksh Kumar	III
589	10945	Govind Narain Tandan	III
590	10948	Govind Yeshwant Nirkhey	III
592	10949	Hari Mohan Lal Shrivastava	II
593	10951	Jagan Nath Braj Nath Mahashabde	III
594	10956	Keshava Govind Bhagwat	III
595	10957	Kunwar Maharaj Singh Tomar	III
597	10959	Laxman Das Gupta	III
599	10962	Madan Rao Bhagwant Rao More	III
601	10963	Narain Prasad Sharma	III
604	10966	Raghunath Rao Pawar	III
608	10969	Ramrao Manikrao Deshmukh	II
609	9462	Ratan Lal Jagannath Nowvalya	III
611	10961	Sapre Manohar Keshav	III
612	9468	Shankar Mahadeorao Limaye	II
613	10971	Shanker Ramchandra Guruji	II
614	10972	Shankara Nand Johri	III
615	10970	Shri Ram Mehta	II
616	9471	Sitaram Shridhar Kale	II
618	10976	Tirjugi Narayan Misra	III
619	10977	Vijaya Govind Dubé	II
620	10978	Zamir Ahmad	III

## Christian College Indore

623	7363	Balasaheb Shankerrao Hingurao	III
625	10195	Chandrakant D Apte	III
626	11106	Chandra Mohan Nath Dar	II
627	11108	Damodar Yeshwant Rembhotkar	III
628	11109	Dara Nusserwanji Elavia	III
629	10198	Daya Chandra Jain	III
631	11111	Dhannalal Jain	II
634	10202	Ganeshlal V Joshi	III
635	10205	Gopal Sadashiv Damle	III
637	10208	Govind Vishwanath Naik	III

Roll No	Enrolment Number	N A M E	Division
<b>Christian College, Indore (Contd)</b>			
638	11113	Hari Mohan Tewari	III
640	12278	Kailash Pati Singh Shreenet	III
641	11115	(Miss) Kamala Ramchandra Nandedkar	III
646	10222	Malhar Gangadharpanth Purank	III
649	11119	Mohammad Abdul Rashid	III
652	11122	Motichand Jain	II
653	11123	Narioshang Dorabji Rao	III
654	11124	Nasiruddin Ahmad	III
656	11126	Pandharinath Onkar Kulkarni	III
657	11127	Pandit Bhalchandra Ramkrishna	III
659	11128	Prabhachandra Sitaram Belokar	II
660	11129	Pratap Sinha Rathore	III
661	11135	Purushottam Sadashio Sane	II
664	10231	(Miss) Raj Kumari Ram Singh	III
666	11132	Ram Narain Agrawal	II
669	11134	Saifuddin Dairkee	III
670	11136	Shankar Avadhut Phadnis	III
671	10240	Shankar Lal Ojha	III
673	11137	(Miss) Shanta Ramnath Pai	III
674	11138	Sharadachandra Sadashiv Hinge	III
676	11140	Sher Singh Banthia	III
677	11141	(Miss) Shirin Nadirshah Manekshah	II
679	11142	Shree Nandan Lal Jain	III
681	11144	Shreepad Shrinivas Tamhancy	III
682	10242	Shrikrishna Gopal Tongalkar	III
683	11145	Shripad Balkrishna Rangnekar	III
690	11150	(Miss) Varanashi Anant Chitale	II
692	11194	(Miss) Venu Ganesh Karkare	II
<b>Holkar College Indore</b>			
697	11347	Balkrishna Harnarayan Bhatt	III
700	12245	Bhanwarlal Nathu Ram Luniya	III
701	7473	Bl askar Vinayak Mulye	III
702	11351	B R Ghayre	III
704	12312	Chand Mal Nanlal Palvia	III
705	11352	Chandrakant Vinayak Rao Randive	III
707	11355	Dattatraya Ganesh Deshpande	III



Roll No.	Enrolment Number	N A M E	Division,
Holkar College, Indore (Contd )			
708	9548	Dattatraya Sadashivrao Hinge	III
709	11356	Dattatray Ganesh Kurambhatti	III
712	9556	Ekanath Tukaram Chaudhari	III
720	11365	Govind Ram Sharma	II
721	11366	Govind Rao Joshi	III
722	9445	Govind Vishnu Pathak	II
723	11369	Harish Chandra Arya	III
724	12288	Indranarayan B Mehta	II
730	11392	(Miss) Kamla Nagu	II
731	11375	Kamruddin Fidahusain	III
732	11376	Kanhayalal Harishankar Sharma	III
733	11377	Kashinath Gopal Ingle	III
735	11379	Keshav Shankar Lele	III
737	9564	Krishna Keshav Vartak	III
738	11393	(Miss) Lakshmi Jeramdas Kripalani	III
739	11394	(Miss) Lalita Pandit	III
740	11381	Laxman Ramkrishna Munshi	II
741	11382	Madan Mohan Khar	III
743	11385	Mahendranath Nagar	III
745	11395	(Miss) Mani A Marfatia	III
746	11386	Mannalal Gangwal	III
747	11388	Manohar Shridhar Joshi	III
749	11390	Manohar Wasudeo Godbote	III
750	11389	Manoher Waman Moghe	III
751	11399	Md Ahmad Khan	III
752	11401	Md Muftaba Khan	II
753	11400	Mohammad Horoon	II
754	11398	Moolchand Gupta	III
755	11402	Mukund Kesheo Rao Naik	II
756	11403	Narayanlal Vyas	III
757	11404	Narayan Ramchandra Bhude	III
758	11406	Nathulal N Dubey	III
759	11407	Nemichand Kashiwal	III
760	11408	Pandurang Krishna Barve	III
762	11409	Prabhakar Dattatraya Saraph	II
768	11411	Purushottam Nagesh Oak	III

Roll No	Enrolment Number	N A M E	Division
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**Christian College, Indore (Concl'd)**

638	11113	Hari Mohan Tewari	III
640	12278	Kailash Pati Singh Shreenet	III
641	11115	(Miss) Kamala Ramchandra Nandedkar	III
646	10222	Malhar Gangadharipant Puranik	III
649	11119	Mohammad Abdul Rashid	III
652	11122	Motichand Jain	II
653	11123	Naroshang Dorabji Rao	III
654	11124	Nasiruddin Ahmad	III
656	11126	Pandharinath Onkar Kulkarni	III
657	11127	Pandit Bhalchandra Ramkrishna	III
659	11128	Prabhachandra Sitaram Belokar	II
660	11129	Pratap Sinha Rathore	III
661	11135	Purushottam Sadashio Sane	II
664	10231	(Miss) Raj Kumari Ram Singh	III
666	11132	Ram Narain Agrawal	II
669	11134	Saifuddin Dairkee	III
670	11136	Shankar Avadhut Phadnis	III
671	10240	Shankar Lal Ojha	III
673	11137	(Miss) Shanta Ramnath Pai	III
674	11138	Sharadachandra Sadashiv Hinge	III
676	11140	Sher Singh Banthua	III
677	11141	(Miss) Shirin Nadirshah Manekshah	II
679	11142	Shree Nandan Lal Jain	III
681	11144	Shreepad Shrinivas Tamhaney	III
682	10242	Shrikrishna Gopal Tongalkar	III
683	11145	Shripad Balkrishna Rangnekar	III
690	11150	(Miss) Varanashi Anant Chitale	II
692	11194	(Miss) Venu Ganesh Karkare	II

**Holkar College Indore**

697	11347	Balkrishna Harnarayan Bhatt	III
700	12245	Bhanwarlal Nathu Ram I uniya	III
701	7473	Bhaskar Vinayak Mulye	III
702	11351	B R Ghayre	III
704	12312	Chand Mal Nanalal Palvia	III
705	11352	Chandrakant Vinayak Rao Randive	III
707	11355	Dattatraya Ganesh Deshpande	III

Roll No	Enrolment Number	N A M E	Division
Holkar College Indore (Contd)			
708	9548	Dattatraya Sadashivrao Hinge	III
709	11356	Dattatray Ganesh Kurambhatti	III
712	9556	Ekanath Tukaram Chaudhari	III
720	11365	Govind Ram Sharma	II
721	11366	Govind Rao Joshi	III
722	9445	Govind Vishnu Pathak	II
723	11369	Harish Chandra Arya	III
724	12288	Indranarayan B Mehta	II
730	11392	(Miss) Kamla Nagu	II
731	11375	Kamruddin Fidahusain	III
732	11376	Kanhayyalal Harishankar Sharma	III
733	11377	Kashinath Gopal Ingle	III
735	11379	Keshav Shankar Lele	III
737	9564	Krishna Keshav Vartak	III
738	11393	(Miss) Lakshmi Jeramdas Kripalani	III
739	11394	(Miss) Lalita Pandit	III
740	11381	Laxman Ramkrishna Munshi	II
741	11382	Madan Mohan Khar	III
743	11385	Mahendranath Nagar	III
745	11395	(Miss) Mani A Marfatia	III
746	11386	Mannalal Gangwal	III
747	11388	Manohar Shridhar Joshi	III
749	11390	Manohar Wasudeo Godbole	III
750	11389	Manohar Waman Moghe	III
751	11399	Md Ahmad Khan	III
752	11401	Md Muftaba Khan	II
753	11400	Mohammad Horoon	II
754	11398	Moolchand Gupta	III
755	11402	Mukund Keshco Rao Naik	II
756	11403	Narayanlal Vyas	III
757	11404	Narayan Ramchandra Bhide	III
758	11406	Nathulal N Dubey	III
759	11407	Nemichand Kasliwal	III
760	11408	Pandurang Krishna Barve	III
762	11409	Prabhakar Dattatraya Saraph	II
768	11411	Purushottam Nagesh Oak	III

Roll No	Enrolment Number	N A M E	Division
<b>Holkar College Indore (Concl'd)</b>			
769	11414	Radhey Lal Agrawal	II
771	11415	Ramchandra Bhagirath Dube	II
772	11416	Ramchandra Keshav Barpande	III
774	11419	Ram Charan Kanjolia	III
776	11422	Sagarmal Gupta	III
777	11423	Shaikh Rahmatullah Siddiqi	II
779	11424	Shankarrao Bhao Sahib Mohite	III
782	11427	Shrikrishan Joshi	II
783	11428	Shrivallabha Janardan Bapat	II
784	11429	Sumerchandra Jain	III
786	11431	Surendra Narayanrao Burse	II
790	11434	Umakant Trivedi	III
792	11397	(Miss) Venu Damodar Datar	III
793	11435	Virendra Kumar	III
795	11436	Vishnu Swarup Shrivastava	III

**Maharaja's College, Jaipur**

798	11153	Abdul Samed Khan	II
799	11154	Abdul Wahid	III
805	11159	Bhanwar Lal Papdiwal	III
807	11162	Bijai Chandra Jain	III
809	9726	Brahma Prakash Gupta	III
810	11161	Bhonralal Jauman	III
811	11164	Brijballabh Das Parihar	III
813	11166	Brij Narain Nirula	III
817	11170	Fayaz Ahmed	III
822	11174	Gokul Prasad Sharma	III
823	11175	Gopal Prashad Gupta	III
826	11179	Hari Lal Thakore	III
827	11180	Heera Chand Dhandia	III
831	9751	Kesar Singh Hiran	III
833	11187	Kistoor Chand	III
834	11189	Lal t Narayan Sharma	II
835	11190	Madan Mohan Lal Bhatnagar	III
836	9759	Madan Mohan Tiwari	III
837	11192	Masrur Ahmad Makhidumi	III
838	11193	Matloob Hasan Siddiqui	III

Roll No	Enrolment Number	NAME				Division
Maharaja's College Jaipur—(Concl'd)						
841	11197	Mohd Abbas Akhtar			II	
843	9765	Monindra Nath Mukerji	---		III	
844	11200	Mohammed Alam Sher Khan			III	
845	9766	Munuddin Khan			III	
846	11201	Nand Lal Sharma			III	
849	9768	Parbhati Lal			III	
850	11204	Parmeshwar Sahai Bhargava			III	
853	11208	Raghuveer Swaroop			III	
854	11209	Raj Deo Verma			III	
855	11213	Rameshwar Dayal Chowdhary			III	
856	11211	Ram Gopal Kanungo			III	
857	9780	Ram Narain Rajkumar			III	
859	11215	Sagar Chand	---	---	III	
862	11217	Sayid Qadir Ahmad			III	
866	11219	Shaukat Ali			III	
868	11224	Shri Rama Sharma			III	
870	11227	Suraj Singh	---	---	III	
873	11229	Syed Ali Ilyas Rizwi	---	---	III	
875	11230	Syed Anwarul Haq Zaidi	---	---	III	
877	11233	Tej Mal Bapna	---	---	III	
878	11234	Tulsi Ram Sharma	---	---	III	
879	9538	Vidya Prakash Sharma	---	---	III	
880	11235	Wahiduddin Ahmad	---	---	III	
Jaswant College, Jodhpur						
881	10864	Amar Chand Singhal	---	---	II	
883	10862	Amba Lal Calla	---	---	II	
884	10865	Bal a Lal Solanki	---	---	II	
885	10866	Chiman Singh Rathore	---	---	III	
887	10868	Deo Raj Bohra	---	---	III	
890	10871	Jai Lal Mathur	---	---	III	
891	10872	Kameshwar Nath Bhargava	---	---	II	
892	10873	Kanhiva Lal Manihar	---	---	III	
894	10874	Kewal Mal Lodha	---	---	III	
895	10875	Kishanroop Chand	---	---	III	
897	9514	Madan Mohan Joshi	---	---	III	
900	10880	Man Mal Purohit	---	---	III	

Roll No	Enrolment Number	N A M E	Division
<b>Jaswant College, Jodhpur—(Concl'd)</b>			
901	10881	Man Singh Parshar	III
902	10882	Milap Chand Mardia	III
903	10883	Mohan Lal Bhatt	III
906	10923	Om Prakash Sharma	III
907	10885	Paras Mal Mohnot	II
908	10887	Ram Datta Sharma	III
909	10888	Sampat Raj Bhandhari	III
911	10891	Shiva Kumar Jain	II
912	10890	Shive Dutta Joshi	III
913	10892	Shree Chand Thanvi	III
915	10893	Shyam Behari Lal Sharma	III
918	10896	Sultan Singh Devraj	III
919	10897	Sumer Raj	III
920	10898	Udaya Nand Sharma	III
921	10899	Umed Chand Patwa	II
922	10900	Vishnu Mitra Saxena	III
923	10901	Vishwa Deo Purohit	II
924	10902	Zorawar Mal Mehta	III
<b>Meerut College Meerut</b>			
925	11571	Abdul Muttalib	III
927	11572	Ahmad Hasan Khan	III
929	11574	Albel Singh Sirohi	III
931	11576	Amar Nath	II
933	11578	Amolak Chandra Misra	III
934	11581	Asha Ram Diksht	II
937	10389	Azizul Rahman	III
939	11584	Bakhshish Singh	III
940	11587	Balwant Singh Mital	III
941	11588	Basantpal Singh	III
943	10399	Bhadeshwar Dayal Maheshwari	III
945	11591	Bhagwat Dayal	III
947	11593	Bharat Singh	III
948	11594	Bharat Singh Varsh	III
949	11596	Bhupai Singh Khyati	II
951	11598	Bishamlal Sahai	II
952	11599	Bishweshwar Dayalu Sangul	III
954	1160	Bij Nandan Prasad Garga	III

Roll No	Enrolment Number	N A M E	Division
Meerut College, Meerut—(Contd.)			
955	11602	Brij Pal Singh Chauhan	III
956	11603	Chait Sukh Das	II
957	11604	Chand Bahadur Bena	III
959	11606	Chandra Singh Rawat	III
961	11611	Daleep Singh Manral	III
962	11610	Dalip Singh	III
963	10410	Damodar Das Jain	III
965	11614	Dhani Chand	III
966	11615	Dharam Dutt	III
967	11617	Fakir Chand Gupta	III
968	11618	Fateh Chandra Sanghal	III
969	11619	Fateh Singh Verma	III
970	11620	Fazal Ahmad	III
971	11622	Gajraj Narain Saxena	II
972	11625	Ganesh Datt	III
973	11623	Ganga Dan Sharma	III
977	11629	Gur Dev Singh	II
980	11633	Harish Shanker Sharma	III
981	11634	Harish Chand	III
982	11635	Harish Chandra Bajaj	III
983	11637	Harpal Singh Gehlot	II
984	11638	Hashmat Husain Zaidi	III
986	11786	Ihsan Ali Shah	II
987	11640	Ishwar Chandra Bharadwaj	III
988	11641	Ishwar Saran Singhal	III
989	11643	Jagan Nath Prasad Mathur	II
991	11646	Jagdish Singh	III
994	10443	Jai Bhagwan Sarup Sangal	III
995	9181	Jai Chandra	III
997	11649	Jai Prakash Mittal	III
998	11651	Jai Singh	III
999	10447	Joti Prasad Maheshwari	III
1000	10451	Jyoti Niwas Joshi	III
1002	11654	Jyoti Prasad Solan	III
1003	11655	Kailash Chand	III
1004	11659	Karan Deo Sharma	III
1005	11660	Katar Singh	III

Roll No	Enrolment Number	NAME	Division
<b>Meerut College, Meerut — (Contd.)</b>			
1006	11661	Keshava Chandra	III
1007	10461	Krishna Prasad Mathur	III
1010	10462	Khetra Pal Garg	III
1012	11666	Lachman Singh	III
1014	9358	Liaqat Husain Khan Durrani	III
1015	10466	Madan Mohan Maithel	III
1017	11669	Mahavir Prasad Jain	III
1018	11670	Mahendra Prakash	II
1025	11676	Mohd Ghayas Ahmad Khan	III
1026	11678	Mohd Yahya Khan	III
1031	11683	Mukat Behari Lal	III
1033	11685	Nand Kishore Chaurasia	III
1034	12262	Niranjana Lal	III
1035	11687	Niranjana Singh Verma	III
1036	9374	Nirmal Doss Agarwal	III
1039	11691	Omi Prakash Agarwala	III
1041	11693	Omi Prakash Garga	II
1042	10493	Omi Prakash Goel	III
1046	12261	Padam Prasad Jain	III
1048	11698	Panna Lal Govil	III
1051	11702	Prem Narain Divaker	III
1052	11703	Prem Nath Garga	II
1053	11704	Prem Prakash	III
1054	11706	Radhey Krishna	II
1055	10707	Radhey Shyam Shanker	III
1056	11708	Raghu Prasad Goel	III
1058	11711	Raghu Raj Singh	III
1059	11712	Raj Bahadur	III
1060	11713	Rajendra Prasad Rastogi	III
1061	11715	Rajeshwar Prasad Dikshit	III
1062	11716	Raj Narain Sharma	III
1064	11718	Ram Bahadur Saxena	III
1065	11719	Ram Chandra Sharma	III
1067	10505	Ram Narayan	III
1068	11720	Ram Nivas	III
1070	11721	Ram Prasad Dhoundyal	II
1071	11722	Ram Swarup Moha	III



Roll No	Enrolment Number	N A M E	Division
<i>Meerut College, Meerut —(Concl'd)</i>			
1073	11725	Richhpal Chandra Gupta	III
1074	10544	Sadrudin Ahmad Siddiqi	II
1075	11726	Sah Deo Singh	II
1077	11720	Sarvid Aftab Ahmad Shah	III
1080	10542	Sarvesh Chandra Goel	III
1081	1173-	Satya Prakash Agarwala	III
1082	11733	Satya Prakash Shinghal	III
* 1086	10539	Sheodan Singh	III
1087	11739	Shiam Sundar	III
1088	11740	Shiam Sunder Swarup	III
1089	11741	Shisupal Singh Verma	III
1091	1174-	Shiva Dayal Singh	III
109	11741	Shiva Kanwar Singh	II
1091	11744	Shivendra Nath Dikshit	III
1094	11745	Shri Ram Sharma	II
1095	11740	Shyam Behari Lal Gautam	III
1098	10530	Som Prakash Rastogi	III
1099	11779	Subodh Gopal Bose Mallik	II
1100	11741	Sukhbir Singh Sharma	III
1101	11750	Sukhbir Singh Varma	III
1102	11751	Sumat Prasad Jain	III
1103	11756	Syed Ahmad Husain Shah	III
1104	11757	Syed Ali Sajjad	III
1107	11778	Tahsin Ahmad	III
1108	11759	Tej Ram Singh	II
1110	1176-	Triloki Nath Mittal	III
1111	11761	Uttam Singh Sharma	III
1114	11767	Wajih Uddin	III

## EX STUDENTS

## Agra College, Agra

1117	8463	Bankey Lal Chaturvedi	III
1136	9954	Syed Hashim Ali Jafri	III

## Government College, Ajmer.

1141	8975	Habib ur Rahman	III
1146	7080	Kam Naram Mehra	III
1147	7081	Syed Abrar Ali Pinangwy	III

\* Also passed Military Science III Division (1936).

Roll No	Enrolment Number	N A M E	Division
<b>Bareilly College, Bareilly</b>			
1159	7134	Lakshmi Narain Saksena (Primus)	III
1166	7140	Mohd Sarvat Husain	III
1175	9094	Shiam Bahadur	III
1178	7169	Syed Arshad Husain	III
<b>D A V College, Cawnpore</b>			
1104	8761	Ramchandra Singh Verma	III
1195	10611	Ram Narain Lal Saxena	III
1197	8770	Shiva Swarup Dwivedi	III
1198	6794	Shri Narayan Mishra	III
<b>S D College Cawnpore</b>			
1209	10339	Jage Ram Verma	III
<b>Victoria College, Gwalior</b>			
1230	2392	Ramcharan Lal Upadhyaya	III
<b>Christian College Indore</b>			
1253	10249	Vallabh Das Sitaram Mahajan	III
1255	8629	Yashwant Narayan Dange	III
<b>Maharaja's College Jaipur</b>			
1268	7599	Din Dayal Chaturvedi	III
1269	9732	Dwipendra Nath Gupta	III
1270	8903	Girdhari Lal Narula	III
1274	8919	Kamla Mohan Sharma	III
1280	7607	Nitya Niranjan Mukerji	III
1281	9774	Rafeeq Ahmad	III
<b>Jaswant College, Jodhpur</b>			
1285	9506	Jagat Prakash Mathur	III
1289	9519	Mukand Lal Purohit	III
1292	9528	Sardar Mal Mathur	III
1294	9534	Seeta Rama Haral a	III
1295	9536	Sukh Raj Purohit	III
1296	9366	Uday Ram Kachhwaha	III

Roll No	Enrolment Number	NAME				Division
Meerut College, Meerut						
1298	10372	Abdul Sattar Quraishi	-	---	---	III
1302	7107	Ambika Prasad		..		III
1305	9143	Bhanwar Singh		---	..	III
1307	10405	Brij Krishna		---	..	II
1308	10406	Brij Pal Singh		---	..	III
1311	6318	Chandra Swarup Kashyap		..	---	III
1312	10411	Daryao Singh Tomara			---	III
1313	9156	Deoki Nandan Gautama	---	---	---	III
1314	9157	Dharam Singh Verma				III
1317	7671	Har Narain Sharma		---	..	III
1318	10431	Har Saran Das Gupta	..	..		III
1323	10460	Mahabir Singh	..	---	..	III
1331	10497	Perkash Chander		---	..	III
1332	7736	Ragnunath Prasad		---	..	III
1334	10514	Ram Chandra Sharma	..	..	..	III
1335	10360	Rameshwar Singh Mathur		..	..	III
1336	10507	Ram Narain Singh (Primus)		..	..	III
1339	10502	Ram Swarup Sharma	..	---		III
1340	9252	Sah Deo Tiagi	---	---	..	III
1343	9270	Shri Chand Bhardwaj	---	---	---	III
1345	9273	Shyam Sunder Vaish	..	---	---	III
1348	10523	Syed Akhlaq Hussain Kazmi		---	---	III

## TEACHERS

1350	T37261	Anand Swarup Kulsreshtha	Teacher	Mursan	III
1354	T37265	Banwari Lal Sharma	---	Muttra	III
1355	T37266	Bharat Singh Chauhan	---	Rajgarh	III
1356	T37267	Dina Nath Vashishtha	---	Bundi	III
1357	T37268	Emmanuel Lawrence Das	---	Azamgarh	III
1361	T37272	Gopal Dass Gupta	---	Agra	II
1362	T37273	Gowind Prasad	---	Idharatpur	II
1372	T37283	Mirza Nasir Husain Qaziabash	---	Roorkee	II
1376	T37287	Nathu Lal Sharma	---	Gobardhan	III
1377	T37288	Nathu Lal Upadhyay	---	Sikandrabad	III
1381	T37292	Rachubar Singh	---	Dholi	III
1388	T37299	Ram Krishna Agarwal	---	Agra	III
1391	T37302	Ranchhor Das	---	Muttra	II

Roll No	Enrolment or Refer- ence Number.	N A M E .	PLACE WHERE SERVING	Passed
1395	T37306	Satish Chandra Gupta	Teacher, Agra	III
1402	T37313	Yajna Narayana Misra	" Allahabad	III
1408	T37319	Guru Prasad Awasthi	" Bagri-Sajan pur	III
1410	T37321	(Miss) Josphine Moreau	" Ajmer	I
1419	T37330	Banke Behari Lal Saxena	" Bara Banki	II
1423	T37334	Dharmendra Suroup Biserra	" Puranpur	III
1427	T37338	Jagdish Chandra Lathe	" Moradabad	III
1431	T37342	Prayag Dat Pant	" Pithoragarh	III
1432	T37343	Ram Sudhar Pandey	" Budaun	II
1434	T37345	Shanti Nandan Sharma	" Ujhani	III
1437	T37348	Veda Bhaskar Dikshit	" Bareilly	II
1449	T37360	Krishna Bahadur Srivastava	" Hamirpur	II
1456	T37367	Shiva Kumar Pathak	" Sultanpur	III
1457	T37368	Anil Kumar Mitra	" Benares	III
1464	T37375	Madan Mohan Sahar	" Ghazipur	III
1465	T37376	Mohan Ram Bansal	" Allahabad	III
1479	T37390	Uma Shankar Pande	" Mahmudabad	III
1482	T37393	Donald E Iwin Oliver	" Mussoorie	III
1488	T37399	Zahirul Haque Chishti	" Sandila	III
1505	T37416	Ram Chandra Misra	" Jhansi	III
1508	T37419	Shankar Gopal Tikekar	" Lashkar	II
1510	T37421	Vyanket Narayan Sheode	" Guna	III
1513	T37424	Abhaya Sinha Onkar Sinha Gahlot	" Sailana	III
1514	T37425	Devi Shanker G Dave	" Banswara	III
1516	T37427	Harri Shankar G Joshi	" Banswara	III
1535	T37446	Durgaprasad Sharma	" Ujjain	III
1541	T37452	Chandrashekhar Bhatta	" Kotah	III
1545	T37456	Dhram Pal Visharad	" Chirawa	III
1546	T37457	Gokul Chandra Siddha	" Rajgarh	III
1552	T37463	Niaz Ahmad Khan	" Bandikui	II
1557	T37468	Surendra Nath Dube	" Jaipur	III
1559	T37470	Uttam Gopal Bhatnagar	" Phulera	III
1563	T37474	Kanhaya Lal	" Jodhpur	III
*1566	T37477	Shri Krishna Gahlot	" Rajaldesar	III
1569	T37480	Chet Ram Tomar	" Bulandshahr	III
1571	T37482	Devi Swarup Sharma	" Muzaffar- nagar	III

Roll No.	Enrolment or Reference Number	N A M E	PLACE WHERE SERVING	Division
1573	T37484	Gopal Singh	Teacher Khurja	III
1575	T37486	Hirde Ram Varsh	Chandpur	III
1580	T37491	Mohar Singh	, Meerut	III
1583	T37494	Mutsaddi Lal	, Meerut	III
1586	T37497	Randhir Bahadur Saksena	Sardhana	II
1591	T37502	Shri Kishan Misra	Dhampur	III
1592	T37503	Syed Zawar Husain	, Meerut	II
1593	T37504	Trimbak Madhava Mutatkar	Kashipur	III
1594	T37505	Tufail Ahmad Quraishi	, Meerut	III

## INSPECTOR

1597	I 3713	Lalta Pra ad Srivastava	Inspecting Officer Panna State	III
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## WOMEN CANDIDATES

1603	W3719	(Miss) Lucy Almeida	Resident Ajmer	III
1604	W3720	(Miss) Razia Dilshad Begam	, Ajmer	II
1606	W3722	(Miss) Daulat Rani Kapur	, Dehra Dun	III
1607	W3723	(Miss) Annie Nina Padmini Adishesiah	, Cawnpore	III
1609	W3725	(Miss) Ifiatunnisa Kirmani	, Hardoi	II
1610	W3726	Sister M. Bernard Gregg	, Allahabad	II
1611	W3727	(Mrs) Violet Isabel Saguna Adishesiah	, Cawnpore	III
1614	W3730	Susanna Massey	, Azamgarh	III
1615	W3731	(Miss) Kalyani Basu	, Indore	II
1616	W3732	(Miss) Sarala Sharma	, Indore	III
1617	W3733	Sarojini Devi	, Meerut	III

## COMPARTMENTAL CANDIDATES

## Agra College, Agra

1620	9926	Ram Prakash Agarwal	—	—	P.
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## St John's College, Agra

1622	10763	Md Latif Khan	—	—	P.
1623	8834	Muhammad Barkatullah Hashmi	—	—	P.
1624	10764	Muhammad Fiyas Ali	—	—	P.
1625	10769	Narottam Lal Thakore	—	—	P.

Roll No	Enrolment Number	N A M E		Division
<b>Government College, Ajmer</b>				
1627	8971	Bishan Swarup Gupta	..	P
1628	9650	Panna Lal Jain	..	P
1629	9656	Ratan Lal Arora	---	P
1630	8990	Salamuddin Faruqi		P
<b>Bareilly College, Bareilly</b>				
1632	10069	Dhirendra Gopal Gurha		P
1633	7121	Hakim Mohammad Majid Ali Khan	..	P
1636	9062	Mohammad Ilyas Khan		P
1637	10111	Muhammad Mustafa	..	P
1639	10137	I ang Bahadur Varma	---	P
1641	10152	Sved Zaki Haider		P
<b>D A - V College, Cawnpore</b>				
1647	8726	Hoti Lall Gaur		P
1648	10586	Indrajit Sharma	-	P
1650	10603	Kaghu Nath Lal Srivastava		P
1651	10630	Tara Chand Saxena		P
<b>S D College, Cawnpore</b>				
1653	8638	Harish Chandra Gupta	---	P
<b>St Andrew's College, Gorakhpur</b>				
1656	10011	Kishore Saran Singh Srivastava	..	P
1658	10014	Manzarul Haq		P
1659	10023	Ram Adhar Srivastava	..	P
1661	10030	Shafiq Ahmad		P
<b>Victoria College, Gwalior</b>				
1664	9436	Badri Prashad Arora	..	P
1668	9470	Shiva Manoj Singh		P
<b>Holkar College, Indore</b>				
1675	9543	Azeemullah Khan Muhammad Khan Khaishagi	..	P
1676	9545	Bhanwar Lall Dashore	---	P
1677	9547	Chandulal Mehta	..	P
1685	9595	Shyam Narain Bajpai	..	P
1687	7538	Vishnool Shankar Kaverishwar		P
1688	9601	Waman Sakharan Mahajan	..	P

Roll No	Enrolment or Refer- ence Number	N A M E	PLACE WHERE SERVING	Division
<b>Maharaja's College, Jaipur</b>				
1690	9716	Ahmad Ali		P
1691	5942	Anand Narayan Joshi		P
1692	9722	Bala Bakshi Sharma		P
1693	8894	Basant Lall		P
1694	9724	Bhawani Shanker Bhargava		P
1696	8899	Damodar Prasad Sharma		P
1697	9735	Gokul Prasad Joshi		P
1699	9754	Lakshmi Narain		P
1700	9756	Lekh Raj Soni		P
1701	9757	Madan Gopal Khuntia		P
1702	9762	Mohammad Ghaffar Ali		P
1703	9767	Munishwer Nath Kaul		P
1704	8957	Sultan Mirza		P

**Jaswant College, Jodhpur**

1705	9523	Prem Narayan Singhal	---	P
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**Meerut College, Meerut**

1707	10392	Ballur Kishore Saxena	---	P
1708	10404	Brj Basu Lal Gupta		P
1710	7670	Hans Raj Sharma	---	P
1712	10479	Md Amir Azam Khair	---	P
1713	10478	Muhammad Zia Uddin	---	P
1714	10520	Radhey Behari Lal Mehrotra		P
1715	10515	Ramanuj Das	---	P

**TEACHER COMPARTMENTAL CANDIDATES**

1717	T37506	Deo Gupta Garg	Teacher	Ferozabad	---	P
1718	T37507	Kalyan Kar Upadhyaya		Phaphund	---	P
1721	T37510	Kup Ram Sharma	"	Hardwar	---	P
1724	T37513	Bhawani Prasad Varma		Amlah		P
1726	T37515	Chandan Lal Shah		Partaigarh	---	P
1727	T37516	Nathoo Lal Sharma	---	Ratlam	---	P
1729	T37518	Shree Nath Pant	---	Indore	---	P
1731	T37520	Shambhu Dyal Kaushic	"	Jodhpur	---	P
1734	T37523	Syed Ali Irtaza Khan Naqvi	"	Meerut	---	P
1776	T37541	Mohd Abdul Aziz	---	Sahaswan	---	P

Roll Number	NAME	COLLEGE	D vision
<b>MERIT LIST—B A EXAMINATION</b>			
10	Bl arat Singh	Agra College Agra	I
1410	(Miss) Josephine Moreau	Teacher Ajmer	I
536	Shambhu Dayal Gupta	S D College, Cawnpore	I
183	(Miss) Kamla Devi	Government College Ajmer	II
* 8	Basdeo Sahai	Agra College Agra	II
* 1099	Subodh Gopal Bose Mallick	Meerut College Meerut	II
* 474	Sant Prasad Singh	D A V College Cawnpore	II
* 720	Govind Ram Sharma	Holkar College Indore	II
256	Jai Narain Mundra	Bareilly College, Bareilly	II
563	Mohd Mozammil	St Andrew s College Gorakhpur	II



## M Sc (Final) EXAMINATION

NOTE.—Names of Candidates who have passed in First and Second divisions are arranged in order of merit

Roll No	Enrolment or Refer- ence Number	N A M E	COLLEGE	Division
<b>MATHEMATICS</b>				
8	8917	Kailash Narain Bhargava	Maharaja's College Jaipur	I
2	8465	Bhupal Prasad Bagchi	Agra College Agra	I
3	8226	Prem Narayan Vijaywargiya	do	II
1	6231	Bageshwar Dayal Dikshit	do	III
4	8781	Brij Mol an Suri	Christ Church College Cawnpore	III
5	5695	Frank Joseph de Souza	do	III
6	8777	Mohammad Athar Hasan Siddiqi	do	III
9	7913	Ved Prakash Goel	Meerut College Meerut	III
<b>PHYSICS</b>				
14	8554	Shyam Sunder Sharma	Agra College Agra	I
12	11880	K. G. George	do	II
13	8924	Lakshman Singh	do	II
10	10049	Harish Chandra	do	III
11	9185	Jai Parkash Gupta	do	III
<b>CHEMISTRY</b>				
17	7376	Sodhi Tejpal Singh	St. John's College Agra	II
18	9335	Govind Lal Mital	Holkar College, Indore	II
15	8524	Munshi Singh Tyagi	Agra College Agra	II
16	7342	Rup Kishore Mehrotra	St. John's College Agra	II
<b>ZOOLOGY</b>				
20	8468	Brijendra Prasad Johri	Agra College Agra	II
22	7340	Maheśwar Singh Sood	St. John's College Agra	II
21	8999	Ishwar Chandra Gupta	Agra College Agra	II
23	8871	Prem Shankar Shukla	St. John's College Agra	II
24	11549	Stanley Arnold Thomas	do	II
<b>BOTANY</b>				
25	12554	Eugene Nasir	Agra College Agra	I
26	8863	Godwill Newton Singh	do	I

## M Sc (Previous) EXAMINATION

Roll No	Enrolment or Reference Number	N A M E	Passed
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## MATHEMATICS

## Agra College Agra

2	9872	Kailash Narain Mehra	P
4	9948	Saran Kumar	P
5	9952	Sukh Swarup	P

## St John's College Agra

6	10,05	Jagdish Chandra Chaturvedi	P
7	9486	Narayan Sinha	P

## Bareilly College Bareilly

8	10157	Deoki Nandan	P
9	10162	Pratap Narain	P
10	10166	Ram Deva Narain	P

## Christ Church College Cawnpore

11	7803	Sri Krishna Agarwal	P
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## Meerut College Meerut

12	10426	Ganeshwar Dayal Mathur	P
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## PHYSICS

## Agra College Agra

16	9854	Ikbal Narayan Shivapuri	P
17	9903	Narendra Deo Pathak	P
18	9910	Prem Nath Pathak	P
19	10663	Satya Prakash Bhatnagar	P
20	9972	Visl nu Prasa l Poddar	l

## TEACHER

21	T37540	Bishen Gopal Kacker	Teacher Cawnpore	P
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## CHEMISTRY

## Agra College Agra

22	7206	Deoki Nandan Jain	P
23	9733	Ghanshyam Das Mital	P
24	9395	Hari Krishan Sharma	P
25	10453	Kesho Dass Jain	l
26	9898	Manzoor Husain Sahabzada	P
27	9919	Rama Saran Singh	P

Roll No	Enrolment or Reference Number	N A M E	Passed
<b>St John's College, Agra</b>			
28	12660	Bishwa Nath Banerji	P
29	12659	Dil Bahar Singh Jain	P
30	10712	Mohammad Manzur	P
31	7185	Rameshwar Sahay Saxena	P
<b>Holkar College, Indore</b>			
33	9479	Chandrasen Ramchandra Naik	P
34	6495	Mangi Shanker K. Vohra	P
35	9489	Purshottam Vithal Karambalkar	P
<b>ZOOLOGY</b>			
<b>Agra College Agra</b>			
36	9806	Anugrah Shankar Dwivedi	P
37	8 79	Prakash Swarup Mathur	P
38	9006	Radha Krishen Kaushik	P
39	13774	V J Mathai	P
<b>St John's College Agra</b>			
41	10718	Syed Mohammad Sibtain	P
<b>BOTANY</b>			
<b>Agra College Agra</b>			
42	9665	Alfred David	P
43	9811	Babu Singh	P
44	13834	Harbhajan Singh	P
45	9483	Harilal u Saxena	P
47	10557	Kirtikar	P
48	9897	Mohammad Ilyas Ali Khan	P
49	9902	Narendra Kumar Bhatnagar	P
50	9915	Pataleshwar Nath Srivastav	P

## B Sc EXAMINATION

Roll No	Enrolment Number	N A M E	Division	Division in English
Agra College, Agra				
3	11791	Ayodhya Prasad Misra	I	III
4	11887	Basant Lal Jain	II	III
8	11888	Bishow Ranjan Banerjee	II	III
9	9826	Chandrika Prasad Upadhyaya	III	III
11	12317	Deoki Nandan Joshi	III	III
13	11892	Gianshiam Das Chaturvedi	III	III
14	11891	Govind Saran Gupta	II	III
15	11807	Gur Sarup	I	III
16	11814	Hagami Lal Kavdia	II	III
17	12252	Hari Sharan Agarwala	II	III
18	12311	Jagdish Chandra Singhal	II	II
19	11895	Jai Narain Daga	II	
20	12314	John Leonard Isaacs	II	II
22	11833	Kailash Chandra Saxena	II	III
23	11831	Kailash Narain Punjal	III	II
24	11899	Kanhaya Lal Gupta	III	III
25	11898	Kanti Prakash	II	
30	11900	Krishna Swarup Sharma	II	
31	9884	Lachman Prasad	II	III
33	11842	Mahabir Prasad Bhargava	III	III
34	11902	Mahabir Singh	III	
36	11845	Nandan Bhargava	III	III
39	11854	Pashupati Nath Pathak	II	
42	11852	Prem Behari Lal Saxena	II	III
43	11903	Prem Chandra Mehrotra	II	III
44	11851	Purshottam Varma	II	III
45	11870	Radha Mohan Agarwal	II	
46	11869	Radhay Shyam	II	III
47	12316	Raghu Nandan Sahai	I	III
48	11911	Ramesh Chandra Gupta	II	
49	11915	Ram Mukand Kshattriya	II	
51	11913	Reoti Ram Upadhyay	III	
52	11871	Satyandra Narain Vaish	II	
54	11923	Shiva Narain Saxena	II	III
56	11920	Shri Krishna Goyal	II	

Roll No.	Enrolment Number	N A M E	Division	Division in English
<b>Agra College Agra (Concl'd)</b>				
57	12304	Shyam Prasad Capoor	III	
59	9949	Sukumar Mukerji	III	
60	11924	Surya Prakash Goyal	I	III
61	11925	Thakur Das Jindal	II	
<b>St John's College Agra</b>				
62	11507	Anand Swarup Jain	III	
64	11508	Bimal Chandra Banerji	II	
65	10699	Dishwambhar Prasad	II	
67	11511	Ganesh Swarup Mathur	II	III
68	11512	Jugal Kishore Mathur	II	
69	11513	Nasir Ahmad Khan	II	
70	11514	Nitya Nand Goswami	II	
71	10161	Om Prakash Sharma	III	
72	11516	Prahlad Narain Mathur	II	III
73	10695	Prakash Chandra Mall	II	II
76	11518	Shankar Singh Khanwar	I	
77	11519	Shanti Dev	II	III
78	11521	Shyam Sunder Lall	II	
81	11523	Telmasp Kaikobad Dastur	III	III
<b>Government College, Ajmere</b>				
83	10697	Abudul Ghaffar Quraishi	II	III
87	12258	Gopal Krishna Jha	II	
88	11330	Hari Narayan Soni	II	
90	11333	Manohar Lal Mathur	II	
91	11335	Mohammad Yusuf Khan	III	
92	11334	Mohammad Usman	II	III
93	11336	N. Deo Raj Mullar	III	
94	11338	Patrick Immanuel	III	
95	11337	Parbhoo Dayal Mukherjee	II	
96	11340	Raghuveer Narain Kapur	II	II
98	11341	Shiv Das	II	
101	11344	Warman Wasudeo Godbole	III	III

Roll No	Enrolment Number	N A M E	Division	Division in English
<b>Bareilly College, Bareilly.</b>				
102	12021	Bhagwat Prasad Sharma	II	III
103	12022	D vendra Chandra Dubey	III	
104	12023	Girish Chandra Trivedi	II	III
106	12026	Kesri Nandan Mehra	III	
107	12027	Mahboob Hasan Khan	II	III
108	11976	Mahendra Pratap Vimal	II	III
109	10656	Narain Prasad Asthana	III	III
110	12028	Prabash Jivan Chaudhury	II	II
111	12029	Radha Krishan Singh	III	
112	12031	Rama Avatar Agarwal	II	III
113	12032	Rama Kumar Gupta	I	III
114	10165	Rama Prakash Agarwal	II	III
116	12033	Ram Saran Lal	III	
117	10168	Rang Narain Vaish	III	

**D A V College Cawnpore**

118	11968	Bishambhar Daval Jain	II	
119	11612	Daya Nand	III	
123	11970	Jagannath Prasad	II	II
125	10645	Janardan Saran	III	III
127	11972	Kamta Prasad Srivastava	III	
128	10647	Kanhaia Lal Gupta	III	
130	10654	Mahi Pal Singh	II	
131	11977	Manik Chand Mittal	II	II
132	11978	Nand Kishore Dixit	II	
133	11979	Net Ram	II	
135	11980	Pandurang Vinayak Apte	III	III
136	11981	Prem Narain Mehrotra	II	
137	11982	Radhey Shyam Gupta	III	
138	11983	Rajendra Dutta Agnihotri	II	III
141	8797	Roop Narayan Misra	III	
142	11985	Roshan Lal Bhargava	III	
143	11986	Satya Narain Nigam	II	
144	11987	Satya Narain Srivastava	III	
145	11988	Shiva Charan	II	III
148	11990	Tulsi Ram Agarwala	III	

Roll No	Enrolment Number	N A M E	Division	Division in English
Victoria College, Gwalior				
150	10980	Balkrishna Sankar Mucharikar	II	
151	10982	Deen Dayal Shrivastav	III	
154	9482	Hari Balaji Pawar	II	
155	10985	Kali Charan	II	
156	10987	Madhava Ganesh Pendharker	II	
163	10991	Ram Krishna Bansal	II	
164	10990	Rangnath Laxman Kulkarni	III	II
167	10996	Shambhoo Dayal Choubey	I	
170	10994	Shyam Bahadur Saxena	I	III
172	11003	Vasant Laxman Rao Kalledar	III	
173	9493	Vidya Bhanu Prakash	III	

## Holkar College Indore

176	12920	Dattatraya Ramchandra Pathak	III	
178	11445	Dinker Dattatray Sathe	I	II
179	11446	Gajanan Ramchandra Lagoo	II	III
181	11448	Kailash Prasad Bhargava	II	
186	8414	Mohanlal Dashora	II	III
188	11455	Parashuram Shankar Rao Borade	III	III
189	11451	Phattoo Ratiram Dalal	III	
193	11452	Purushottam Anant Tendulkar	III	
194	9619	Ramchandra Rao Nathuji Sonone	III	
196	11462	Shreepad Narhar Kaweeswar	II	III
198	11465	Vasant Govind Khandekar	II	

## Maharaja's College, Jaipur

199	11178	Gyan Dass Agarwal	II	
200	0743	Indrajit Singh	II	III
201	11183	Kamal Chand Jain	I	III
202	11185	Kapil Deo Agarwal	II	
203	11188	Lal Chand Jain	II	
204	8025	Laxman Swaroop Bhargava	II	
207	0776	Ramesh Chandra Jain	II	

Roll No	Enrolment Number	N A M E	Division	Division in English
<b>Meerut College Meerut</b>				
210	11579	Anil Baran Moitra	II	
211	11580	Arunendra Narayan Roy	..	I:
213	11595	Bhola Nath Vaish	II	
*214	11616	Dharam Pal Singh Tomar	..	I
215	10427	Gopi Chandra	II	
217	11644	Jagbansh Singh Chahel	II	
218	10448	Jai Prakash Govil	..	III
219	11650	Jai Prakash Sharma	II	
220	11656	Kailash Chandra Goyal	..	III
222	11663	Kripal Singh Varma	I	
223	11664	Krishen Pal Singh	..	III
224	11671	Manak Chand	I	
225	10489	Niranjan Lal	II	
226	11701	Praksh Chandra Mathur	II	
227	11705	Prem Prakash Mital	II	
228	10509	Ram Narain Saxena	III	
230	11738	Shiam Lal Garg	..	III
231	10522	Shiv Charan Dass Verma	..	III
232	11748	Sita Saran Singh	III	
233	11754	Suraj Kishore	..	II
234	11752	Suraj Narain Bhatnagar	II	
235	11753	Surendra Bir Singh Jain	..	II
236	11766	Vishwambher Dayal	III	
<b>EX STUDENTS</b>				
<b>St John's College, Agra</b>				
246	10715	Raj Bahadur Avasthi	II	
<b>Government College Ajmer</b>				
248	0003	Mamchandra Sharma	..	III
<b>Maharaja's College Jaipur</b>				
254	8960	Tej Singh Khamesra	III	
<b>Meerut College Meerut</b>				
255	9140	Benoy Bhushan Mukerjee	..	III
260	9289	Viswa Nath Mathur	III	

\*Passed in the extra optional subject of Military Science—II



Roll No	Enrolment Number	NAME	Division	Division in English
WOMAN CANDIDATE				
Holkar College Indore				
263	W 371	(Mrs) V. Maitreyi	II	
COMPARTMENTAL CANDIDATES,				
Agra College Agra				
264	12283	Bishan Narain	P	III
265	9845	Hirday Narain Saxena	P	
266	9935	K. Rajendra Pal Singh	P	III
267	10184	Murli Manohar Misra	P	III
268	9940	Radha Govind Tentiwala	P	
Government College Ajmer,				
269	9676	Kristi na Chandra Tiwari	P	
270	7100	Madan Singh Brahmawar	P	
Bareilly College, Bareilly				
271	10163	Raghubir Narain K. Anna	P	
D. A. V. College, Cawnpore				
272	10631	Lakshmi Prakash Srivastava	P	
Victoria College, Gwalior				
273	7-43	Adam Narayan	P	
Holkar College Indore				
274	9607	Diwakar Narayan Nayate	P	
275	8411	Maharaj Narayan Mulla	P	III
276	8418	Sharan Ramchandra Shukla	P	
Meerut College Meerut				
278	10443	Jagendra Prasad	P	
279	9802	Malendra Nath Dixit	P	
280	10474	M. L. Singh	P	
281	10430	Om Prakash Gupta	P	

## MERIT LIST - B Sc EXAMINATION

60	Surya Prakash Goyal	Agra College Agra	I
167	Shantilal Daval Chitaley	Victoria College Gwalior	I
222	Kripal Singh Varma	Meerut College Meerut	I
201	Kamal Chandra Jain	Malharaj College Jaipur	I
111	Lama Kumar Gupta	Bareilly College Bareilly	I
48	Jagdish Chandra Sahai	Agra College Agra	I

## LL B (Final) EXAMINATION

Roll No.	Enrolment Number	NAME.	Class
Agra College, Agra			
1	7296	Abdul Rashid Omer	II
2	7328	Babu Lal	II
3	6575	Bharat Singh Mathur	II
4	8816	Bulaki Das Goyal	I
5	8262	C L Gupta	I
6	8474	Damodar Dass	I
7	8476	Daya Chandra Mital	II
8	9313	Deoki Nandan Kulshrestha	I
9	8818	Dig Vijay Singh	II
11	6521	Durga Prasad Sharma	II
12	5037	Dwarka Prasad Gupta	II
13	8478	Fateh Singh	I
14	8997	Gauri Shanker Mathur	II
15	11881	Gaya Prasad Sharma	II
16	8867	Ghulam Yazdani	II
17	8482	Gir Raj Saran Singh	II
18	8485	Gopal Narain Sharma	I
19	7006	Goverdhan Dass Garg	II
20	6806	Gyanendra Trevedi	II
21	11882	Harish Chandra Saxena	I
22	12287	Himmat Bahadur Sharma	II
23	8730	Jagan Swarup Kulshrestha	II
24	6947	Jagdish Prasad	II
25	8501	Jagdish Prasad Garg	II
26	8828	Jagdish Prasad Jain	I
27	7689	Janardan Pandeya	I
28	6244	Kishori Lal Chaturvedi	II
29	7069	Krishna Gopal Sharma	II
30	6618	Krishna Pershad Benyal	II
31	8287	Krishna Nand Misra	II
32	8978	Kr Madan Singh	II
33	9011	Kr Sardar Singh Rathore	II
34	7612	Lakshmi Raman Acharya Kaustubh	II
35	8512	Lila Dhar Pathak	II
36	5133	Madan Lal Sharma	I
37	6028	Madho Singh Bhargava	II

Roll No	Enrolment Number	N A M E				Class
Agra College Agra (Concl'd)						
38	9203	Mahipal Singh	---	---	II	
39	7309	Malikhan Singh Chauhan	---	---	II	
40	12255	Megh Shyam Sharma	---	---	I	
41	7238	Muhammad Sadiq	---	---	II	
42	8935	Nawal Kishore Bhargava	---	---	I	
43	7575	Phul Chand Jain	---	---	II	
44	8576	Prem Chand	---	---	II	
45	8539	Raghunath Prasad Kulshrestha	---	---	I	
46	12249	Rajmal Jaloree	---	---	I	
47	6831	Ram Gopal Kacker	---	---	II	
49	5984	Sahib Dad Khan Khalafzai	---	---	II	
50	5460	Sayid Aley Ali Jafri	---	---	II	
51	8845	Shanti Chandra	---	---	II	
52	8562	Shanti Charan Agarwala	---	---	I	
53	4911	Sharif Ahmad	---	---	II	
54	12313	Shiv Nath Singh Varma	---	---	II	
55	8560	Shri Mohan Lal Rohatgi	---	---	II	
56	6226	Suraj Pershad Mathur	---	---	II	
57	8282	Vidya Sagar	---	---	II	
58	10183	Vishnu Kumar Gupta	---	---	I	
59	7070	Vishnu Madhav Rao Bhagwat	---	---	I	

**Bareilly College, Bareilly**

60	7106	Amar Nath Kapoor	---	---	II
61	8270	Bhanu Pratap Singh	---	---	II
62	3025	Brahm Dev	---	---	II
63	9026	Daya Shankar	---	---	II
64	10173	Daya Shanker Saxena	---	---	II
65	7115	Fakhr Uddin Khan	---	---	I
66	9111	Har Narain	---	---	II
67	7170	Har Narayan	---	---	I
68	9041	Jagdish Saran Agrawal	---	---	II
69	8273	Jang Bahadur Saxena	---	---	II
70	9124	Jaswant Singh Arora	---	---	II
71	6182	Karrar Husain Iqbal	---	---	I
72	278	Krishna Kumar Chaturvedi	---	---	II
73	8219	Lala Hari Sharma	---	---	

Roll No	Enrolment Number	N A M E	Class
<b>Bareilly College Bareilly (Concl'd)</b>			
76	6142	Mohd Salman Ahmad	II
77	3166	Mohd Yaqub Nizami	II
79	3195	Prem Narain Kankan	II
81	8887	Raja Bahadur Sinha	II
82	7186	Ram Krishna Khanna	II
83	9083	Ram Narain Kankan	II
84	7162	Ram Narayan Mehrotra	II
85	9086	S Sadaqat Husain Rizvi	I
86	12039	Vishnu Prasad Bhatnagar	I
87	9106	Yeshpal Singh	II
88	9107	Zahid Yar Khan	II
89	3618	Zalam Singh Meratwal	II

**D A V College, Cawnpore**

90	11966	Balwant Singh Gupta	I
92	8707	Birendra Singh Chauhan	I
93	7818	Debi Singh Kapoor	II
94	8720	Ganga Prasad Misra	II
95	7822	Gokaran Nath Srivastava	II
96	8724	Govind Prasad Misra	I
97	7824	Har Har Prasad Verma	II
98	7409	Jai Nath Wanchoo	II
99	7830	Jugal Kishore Verma	I
100	8733	Kanhaya Lal Saxena	II
101	10827	Kedar Nath Agarwal	II
102	10565	Keshav Narayan Nigam	I
103	8734	Krishna Madho Saran	II
104	8735	Kunj Behari Srivastava	II
105	6772	Lakshman Kishore Goswami	II
106	12291	Madan Mohan Saxena	II
107	8225	Narayan Ram Chandra Vaidya	II
108	8607	Narayan Vinayak Pethe	I
109	7424	Permeshwar Dayal Agarwal	II
110	8752	Raja Ram Gupta	II
111	9409	Rajendra Mani Pandey	II
112	8755	Rajeshwar Sahai Srivastava	II
113	8796	Raj Narain Mathur	I

Roll No	Enrolment Number	NAME			
D A V College Cawnpore (Concld)					
114	8764	Ram Singh	-	---	
115	7857	Satish Charan Srivastava	-	-	II
116	8766	Satya Prakash Maini			II
117	7444	Sayed Mumtaz Ahmad Lary			II
118	8768	Sharshuddin Ahmad	---		II
119	6107	Sheikh Yusuf Ali			II
120	9095	Shyam Narain Kankan			II
121	11961	Shya Nath Sharma			I
124	6795	Shyam Sunder Shukla		-	II
125	8324	Soney Shanker			II
126	12292	T Rama Rao		-	II
127	11960	Triloki Nath Saxena	-		I
S D College, Cawnpore					
128	8289	Al dul Qayyum Siddiqi			II
129	10845	Atmanand Misra			II
130	8187	Baldeo Prasad			II
131	8292	Bhagwan Das Shukla			I
133	8044	Durgadin Bajpayi	---	---	II
134	12227	Har Govind Dayal	-	---	II
135	12226	Hari Har Niwas Dube	-	---	II
136	10836	Hari Kishore Dube	---	---	II
137	8336	Hasan Aziz Safwi	---	---	I
138	7828	Indra Narayan Shukla	---	---	II
139	6757	Jagdish Chandra Hajela	---	---	II
140	12310	Jagdish Prasad Srivastava	---	---	II
141	7811	Jang Bahadur Srivastava	---	---	II
143	8057	I alta Prasad Singh	---	---	II
144	8913	Muhammad Murtaza Qureshi	---	---	II
145	12259	Mul ammad Yusuf Siddiqi	---	---	II
148	12260	Nam Chandra Saxena	---	---	II
149	8682	Nameshwar Dayal Tandon	---	---	II
150	12231	Nam Krishna Balkrishna Ghisad	---	---	II
151	9260	Nidh Karan Rawla	---	---	I
153	8687	Sholha Rama Verma	---	---	I
154	12232	Shrirang Damodar Meghre	---	---	II
155	8695	Umrao Lal Gupta	---	---	I

Roll No	Enrolment Number	N A M E	Class
<b>Holkar College Indore</b>			
158	8237	Chintamani Deo	II
159	6441	Dattatray Narahar Kaveeshwar	II
160	8592	Dinkar Malhar Karnik	II
161	8819	Fakir Chand Jain	II
163	8908	Govardhan Das Ajmera	I
164	8354	Govind Keshao Joshi	II
166	8356	Jaya Krishana Kaul	II
167	11438	K. C. Sarmandal	II
168	12281	Keshav Vithal Rao Kalevar	II
169	8362	Kishanlal Jain	II
170	8363	Kishorilall Goyal	II
171	6456	Madhukar Damodar Kirtane	II
172	11439	Mangilall M. Vyas	II
173	8604	Manohar Kumar Sharma	II
174	8374	Narayanlal Jodhraj Singal	I
175	6283	Nathulall Nanaji Pandit	II
176	7510	Pandharı Mahajan	I
177	12251	Pralhad Narayan Bidwai	II
179	8613	Puran Chand Jain	II
180	11441	Rajaram Krishnarao Shinde	I
181	7415	Rajkumar Singh Hukumchandji Kashiwal	II
182	7079	Ramchandra Simlote	II
183	11442	Ramkrishna Chimanlal Raval	II
184	8380	Ram Narayan	II
185	8383	Ram Swarup Joshi	II
186	6479	Shivanarayan Gappulal Pande	II
187	8389	Shreeram Bhaurao Pradhan	II
88	7050	Sidhanath Samvaliya	I
189	7532	Sitaram Punamchand Bhaw sar	II
190	12250	Sohan Chand Wranthari	II
191	11443	Sumerchand	I
192	9337	Yashwant Sinha Nahar	I

**Meerut College, Meerut**

194	9142	Bhagwati Prasad Gupta	I
195	3921	Bharat Raj Bajaj	I
196	9144	Bharat Singh	II

Roll No	Enrolment Number	N A M E	Class
Meerut College, Meerut (Contd )			
197	11768	Bhupal Datt Pandey	II
198	7551	Bishan Sarup Bhatnagar	II
199	8452	Bishun Lal Agarwal	I
200	6316	Chaman Singh Joshi	II
201	7654	Chandra Kiran Tiagi	II
203	7657	Chunni Lal Gupta	II
204	7551	Damodar Swarup Agarwal	II
205	7204	Dharmendra Singh Yadava	II
207	9165	Govind Prasad	I
208	9166	Gulab Singh	II
209	1208	Harbansh Singh Sharma	I
210	9175	Inder Sen	II
211	9182	Jai Gopal Agarwala	II
212	6241	Jaini Prasad Gupta	II
214	6346	Kamta Prasad Jain	II
215	6348	Keshava Chandra Bugga	II
216	9193	K. Lal Singh	I
218	11782	Kulwant Rai	II
219	9200	Mahabir Pershad	I
220	8521	Mahabir Prasad	I
221	3943	Mahabir Sharma Tiagi	II
222	9206	Mitra Sen	I
223	13824	Muhammad Salim	II
224	4747	Narottam Dutta Sharma	II
225	9216	Nirankar Nath	I
226	10558	Om Prakash	I
227	92 2	Om Prasad Tyagi	II
228	12294	Prakash Narayan	I
229	12 67	Prem Chand	II
230	7710	Prithwi Nath Seth	II
231	7732	Qabul Chand Agarwal	II
232	4550	Rajendra Behari Mathur	II
233	9217	Rajeshwar Prasad Bhatnagar	II
234	11784	Rameshwar Sahai Agarwal	I
235	9241	Ram Narain Mal eshwari	II
236	7551	Sarnam Singh Chaudhari	II
237	7751	Satyendra Sharma	II

Roll No	Enrolment Number	N A M E	Class
<b>Meerut College, Meerut (Concl'd)</b>			
238	7752	Sewak Ram	II
239	7753	Shanti Kumar Mital	I
240	7768	Sheo Nath Mital	II
242	8771	Shoor Bir Singh	II
243	9271	Shri Pal Jain	II
245	6412	Sohan Lal Gupta	II
246	8151	Surya Sinha Yadava	II
<b>EX STUDENTS</b>			
<b>Agra College, Agra</b>			
251	7218	Indra Datta Misra	II
256	2630	Kunwar Aidal Singh Yadava	II
258	10788	Muhammad Yunus Khan Afridi	II
259	5524	Nand Kishore Vyas	II
261	4972	Ram Narain Sharma	II
262	6790	Satish Chandra	II
265	2133	Shyam Singh	II
266	7053	Syed Dilshad Ali Jafry	II
268	6962	Vishwambhar Sahai	II
<b>Bareilly College, Bareilly</b>			
272	7643	Bhola Dat Joshi	I
273	6120	Brij Mohan Lall Saxena	II
276	6123	Chhote Lal Johari	II
278	6178	Hameed Ahmad Khan	I
282	4018	Sayid Raziul Hasan Chisti	II
283	1168	Tulsi Ram	II
<b>D A - V College, Cawnpore</b>			
284	6736	Bhishmanand Sharma	II
285	6762	Jugul Kishore	II
286	5578	Muhammad Jamil Faruqi	II
<b>S D College, Cawnpore</b>			
288	6927	Bishwa Nath Bannerjee	I
291	641	Mukta Prasad Misra	II
292	7422	Narbada Prasad Misra	II
294	1374	Paramanand Khanduri	II
296	10293	Sri Krishna Kapoor	VI



Roll No	Enrolment Number	NAME	Class
<b>Holkar College, Indore</b>			
297	9991	Balwantrao Krushnarao Jadhav	II
299	7095	Dwarka Nath Kacker	II
304	7495	Laxman Ganesh Modak	II
307	6466	Prabhakar Atmaram Mooley	II
308	9385	Puran Datt K. Dashottar	II
309	9377	Shaligram Acl arya	II
310	873	Surendra Nath Shastri	II
312	933	Vithal Trimbak Kotwal	II
<b>Meerut College Meerut</b>			
313	10812	Brij Basi Lal	II
316	3476	Jatprakash	II
317	7722	Omprakash Si arma	-
321	8206	Ram Chandra Singh	II
322	7746	Kamsaran Das V a sh	I
323	6396	Rizwai ul Haq	II
324	5609	Si iam Singh Sharma	II
326	6416	Sukh Nandan Lal Mathur	II
330	9417	Vidya Datt Bahukhandi	II

**MERIT LIST—LL B EXAMINATION**

52	Shanti Charan Agarwala	Agra College Agra	I
90	Balwant Singh Gupta	— D A V College Cawnpore	I
121	Shivanath Sharma	— Ditto	I
234	Rameshwar Sahai Agarwal	— Meerut College Meerut	I
155	Umrao Lal Gupta	— S D College Cawnpore	I
207	Govind Prasad	— Meerut College Meerut	I
127	Triloki Nath Saxena	— D A V College Cawnpore	I
5	C L. Gupta	— Agra College Agra	I
226	Om Prakash	— Meerut College Meerut	I
191	Sumer Chand	— Holkar College Indore	I
113	Raj Narain Mathur	— D A V College Cawnpore	I

\*Get equal marks

Roll No	Enrolment Number	N A M E	Class
<b>Meerut College Meerut (Concl'd)</b>			
238	7752	Sewak Ram	II
35	7753	Shanti Kumar Mital	I
40	7768	Sheo Nath Mital	II
42	8771	Shoor Bir Singh	II
43	9271	Shri Pal Jain	II
45	6412	Sohan Lal Gupta	II
46	8151	Surya Sinha Yadava	II

**EX STUDENTS****Agra College, Agra**

51	7218	Indra Datta Misra	II
256	2630	Kunwar Aidal Singh Yadava	II
258	10788	Muhammad Yunus Khan Afridi	II
59	5524	Nand Kishore Vyas	II
261	4972	Ram Narain Sharma	II
262	6790	Satish Chandra	II
265	2133	Shyam Singh	II
266	7053	Syed Dilshad Ali Jafry	II
268	6962	Vishwambhar Sahai	II

**Bareilly College Bareilly**

272	7643	Biola Dat Joshi	I
273	6120	Brij Mohan Lall Saxena	II
276	6123	Chhote Lal Johari	II
278	6178	Hameed Ahmad Khan	I
282	4018	Sayid Raziul Hasan Chisti	II
283	1168	Tulsi Ram	II

**D A-V College Cawnpore**

284	6736	Bhishmanand Sharma	II
285	6762	Jugal Kishore	II
286	5578	Muhammad Jamil Faruqi	II

**S D College Cawnpore**

288	6927	Bishwa Nath Bannerjee	I
291	641	Mukta Prasad Misra	II
292	7422	Narbada Prasad Misra	II
294	1374	Paramanand Khanduri	II
296	10293	Sri Krishna Kapoor	VI

Roll No	Enrolment Number	NAME	Class
<b>Holkar College Indore</b>			
297	9991	Balwantrao Krushnarao Jadhav	II
299	7095	Dwarka Nath Kacker	II
304	7495	Laxman Ganesh Modak	II
307	6466	Prabhakar Atmaram Mooley	II
308	9382	Puran Datt K. Dashottar	II
309	9377	Shaligram Acharva	II
310	873	Surendra Nath Siastri	II
312	933	Vithal Trimbak Kotwal	II
<b>Meerut College Meerut</b>			
313	10812	Brij Basi Lal	II
316	3476	Jaiprakash	II
317	7722	Omprakash Sharma	II
321	8206	Ram Chandra Singh	II
322	7746	Ramsaran Das Vats	I
323	6396	Rizwanul Haq	II
324	5609	Shyam Singh Sharma	II
326	6416	Sukh Nandan Lal Mathur	II
330	9417	Vidya Datt Bahukhandi	II

**MERIT LIST—LL B EXAMINATION**

52	Shanti Charan Agarwala	Agra College Agra	I
90	Balwant Singh Gupta	D A V College Cawnpore	I
121	Shivanath Sharma	Ditto	I
234	Rameshwar Sahai Agarwal	Meerut College Meerut	I
155	Umrao Lal Gupta	S D College Cawnpore	I
207	Govind Prasad	Meerut College Meerut	I
127	Triloki Nath Saxena	D A V College Cawnpore	I
5	C L Gupta	Agra College Agra	I
226	Om Prakash	Meerut College Meerut	I
191	Sumer Chand	Holkar College Indore	I
113	Raj Narain Mathur	D A V College, Cawnpore	I

\*Get equal marks

## LL B (Previous) EXAMINATION

Roll No	Enrolment Number	NAME	Class
Agra College, Agra			
2	13807	Aidal Prasad Sharma	I
3	13835	Anand Mohan Lal Zutshi	II
4	9718	Arjun Singh Charan	II
5	10568	Ayodhya Nath Sharma	II
7	8236	Banwari Lal Bhargava	I
9	8577	Bhagwan Datt Sharma Paliwal	II
10	13808	Bhagwan Prasad Asthana	II
11	16741	Bhim Sen Pramari	II
12	9816	Bishamber Dayal Mathur	I
13	7194	Braj Bhushan Sharma	II
14	8462	Brij Ballabh Swarup Mehra	II
15	10743	Brij Behari Lal	II
16	9817	Brij Kishore Gupta	II
17	8898	Brij Mohan Lal Sharma	I
18	8532	Chaudhari Pratap Singh	II
19	9833	Deva Sharma	I
21	8174	Fateh Narain Saxena	II
23	9835	Gauri Shanker Sharma	II
24	8824	Ghulam Rabbani Khan	II
25	13836	Gopi Ballabh Tripathi	II
27	13806	Gyan Chand Jain	II
28	8489	Har Charan Das Agarwala	II
29	9842	Hardan Singh	II
30	9841	Har Dayal Gupta	II
31	9740	Hari Shanker Chandak	II
33	9847	Harish Chandra Swaroop	II
34	9866	Jagan Swarup Jain	I
35	10085	Jagdish Prasad Saxena	II
38	9861	Jawahar Lal Govil	II
39	10456	Kailash Behari Narain Saxena	II
41	8918	Kalyan Sahai Sharma Visharad	II
42	9749	Kanhaya Lal Sachdeva	II
43	10755	Karan Lal Sharma	II
45	4008	Kare Lal	II
46	7228	Khazan Singh	II

Roll No	Enrolment Number	NAME	Class
<b>Agra College, Agra (Contd.)</b>			
47	9882	Kirpa Dayal Mathur ..	I
48	10756	Krishana Charan Chaudhary ...	II
50	9449	Krishan Rao Sadashiva Rao Talegaonkar	II
51	9871	Krishna Baldev Mehrotra ..	II
52	9868	Krishna Chandra Singh	II
53	10044	Krishnagovind Lal Srivastava	II
54	9577	Kunj Behari Lal Kshatriya	II
55	13833	Madho Singh Kathait	II
59	10045	Mool Chand Maheshwari	II
60	9886	Mukand Lal Chaturvedi ...	II
61	9887	Munni Lal	II
62	10804	Nand Kishore Goyal	I
63	9904	Nathi Lal Varshney	II
64	10768	Nepal Singh Chaudhry	II
65	9906	Oudh Behari Lal Saxena ..	II
67	9908	Pratap Singh Chaturvedi ..	II
70	8549	Raghunath Prasad Saxena ..	II
71	9936	Raghuraj Singh ... ..	II
72	9937	Raja Niranjan Singh	II
73	9939	Raja Ram Verma ..	II
74	9929	Rajendra Nath Sharma	II
77	9681	Raj Kishen Bhargava ..	II
78	9539	Raj Kumar .. ..	I
79	9922	Raj Narain .... ..	I
80	9682	Ramaish Behari Hajaila ...	II
81	9944	Rama Shanker Misra ..	II
82	10604	Rama Shanker Saxena ....	II
84	7345	Ramesh Narayan Mathur ..	II
85	7264	Rameshwar Prasad Mathur...	II
86	9930	Ram Narayan Sharma ....	II
88	9942	Ram Saran Lal .... ..	II
89	9320	Ram Swarup Gupta ....	I
90	9938	Ram Swarup Yadava ....	II
91	9970	Randhir Singh .... ..	II
92	9787	Roop Narayan Mathur ..	II
93	8951	Sabal Singh Rathore ....	
94	10775	Sangram Singh .... ..	

## LL B (Previous) EXAMINATION

Roll No	Enrolment Number	NAME	Class
Agra College, Agra			
2	13807	Aidal Prasad Sharma	I
3	13835	Anand Mohan Lal Zutshi	II
4	9718	Arjun Singh Charan	II
5	10568	Ayodhya Nath Sharma	II
7	8236	Banwari Lal Bhargava	I
9	8577	Bhagwan Datt Sharma Paliwal	II
10	13808	Bhagwan Prasad Asthana	II
11	16741	Bhim Sen Pramari	II
12	9816	Bishamber Dayal Mathur	I
13	7194	Braj Bhushan Sharma	II
14	8462	Brij Ballabh Swarup Mehra	II
15	10743	Brij Behari Lal	II
16	9817	Brij Kishore Gupta	II
17	8898	Brij Mohan Lal Sharma	I
18	8532	Chaudhari Pratap Singh	II
19	9833	Deva Sharma	I
21	8174	Fateh Narain Saxena	II
23	9835	Gauri Shanker Sharma	II
24	8824	Ghulam Rabbani Khan	II
25	13836	Gopi Ballabh Tripathi	II
27	13806	Gyan Chand Jain	II
28	8489	Har Charan Das Agarwala	II
29	9842	Hardan Singh	II
30	9841	Har Dayal Gupta	II
31	9740	Har Shanker Chandak	II
33	9847	Harish Chandra Swaroop	I
34	9866	Jagan Swarup Jain	II
35	10085	Jagdish Prasad Saxena	II
38	9861	Jawahar Lall Govil	II
39	10456	Kailash Behari Narain Saxena	II
41	8918	Kalyan Sahai Sharma Visharad	II
42	9749	Kanhaya Lal Sachdeva	II
43	10755	Karan Lal Sharma	II
45	4008	Kare Lal	II
46	7228	Khayan Singh	II

Roll No	Enrolment Number	NAME	Class
Agra College, Agra (Contd)			
47	9882	Kirpa Dayal Mathur	I
48	10756	Krishana Charan Chaudhary	II
50	9449	Krishan Rao Sadashiva Rao Talegaonkar	II
51	9871	Krishna Baldev Mehrotra	II
52	9868	Krishna Chandra Singh	II
53	10044	Krishnagovind Lal Srivastava	II
54	9577	Kunj Behari Lal Kshatriya	II
55	13833	Madho Singh Kathait	II
59	10045	Mool Chand Maheshwari	II
60	9886	Mukand Lal Chaturvedi	II
61	9887	Munni Lal	II
62	10804	Nand Kishore Goyal	I
63	9904	Nathi Lal Varshney	II
64	10768	Nepal Singh Chaudhry	II
65	9906	Oudh Behari Lal Saxena	II
67	9908	Pratap Singh Chaturvedi	II
70	8549	Raghunath Prasad Saxena	II
71	9936	Raghuraj Singh	II
72	9937	Raja Niranjan Singh	II
73	9939	Raja Ram Verma	II
74	99-9	Rajendra Nath Sharma	II
77	9681	Raj Kishen Bhargava	II
78	9539	Raj Kumar	I
79	99-2	Raj Narain	I
80	9682	Ramaish Behari Hajjala	II
81	9944	Rama Shanker Misra	II
82	10604	Rama Shanker Saxena	II
84	7345	Ramesh Narayan Mathur	II
85	7264	Rameshwar Prasad Mathur	II
86	9930	Ram Narayan Sharma	II
88	9942	Ram Saran Lal	II
89	9320	Ram Swarup Gupta	I
90	9938	Ram Swarup Yadava	II
91	9920	Randhir Singh	II
92	9787	Roop Narayan Mathur	II
93	8951	Sabal Singh Rathore	II
94	10775	Sangram Singh	II

Roll No	Enrolment Number	NAME	Class.
<b>Agra College, Agra (Concl'd)</b>			
95	10776	Sheodan Singh	II
97	9659	Shiva Pershad Saxena	II
98	10178	Shiv Dayal Shrivastava	I
99	8844	Shiv Deva Sharma	II
100	9008	Shiv Swaroop Mathur	II
101	9961	Shri Krishan Dass Agrawal	II
102	10625	Shri Mohan Dargar	II
104	6634	Sudarshi Lal Sharma	I
105	9953	Suraj Singh Yadav	II
106	5468	Surjan Singh Verma	II
107	9960	Sushil Kumar Sharma	II
109	9967	Tikam Singh Yadava	II
111	7055	Triveni Sahai Shrivastav	II
114	9975	Virendra Pati Yadava	II
115	9971	Vishnu Sahai	II
<b>Bareilly College, Bareilly</b>			
118	7175	Anand Swarup Sharma	II
120	9019	Baboo Ram Rathoure	II
121	10059	Bal Ram Agarwala	II
122	4844	Bas Deoki Nandan Mehra	II
123	9110	Bhagwat Saran Agrwal	I
125	9024	Bishambhar Narayan Bass	II
126	10060	Bishambhar Nath Agrawala	II
128	7114	Darshnanand Agarwal	II
131	12993	Ishwar Sahai Saxena	II
135	10093	Krishna Sahai Saxena	II
137	9061	Mohammad Asghar Hasain	I
138	6141	Mohammad Mazhar Husain Siddiqui	II
140	9065	Muhammad Salam Ullah Khan	II
142	10113	Nand Ram Khandelwal	II
143	10116	Nihal Chand	II
145	7152	Prakash Shanker Mathur	II
146	10170	Prem Narain Agrawal	I
147	7154	Prya Charan	II
148	10126	Qazi Mohammad Waqar Uddin Hasan	II
149	10127	Radhey Raman Agarwal	II



Roll No	Enrolment Number	N A M E	Class
<b>Bareilly College, Bareilly (Concld)</b>			
153	10164	Rama Avatar Agarwala	I
155	10133	Ram Bhariosay Lal Gupta	II
158	6192	Sayeed Ullah Khan	II
159	9091	Shankar Lal Agrawala	II
160	9093	Shanti Swaroop Sinha	I
161	10144	Sheo Narain Gupta	II
162	7189	Shama Charan Vaish	II
163	6166	Sham Narain Bajal	II
165	9096	Shiv Kumar	II
168	9947	Surendra Nath Misra	II
<b>D A V College Cawnpore</b>			
171	10566	Alauddin Khilji	II
172	9633	Amba Prasad Tandon	II
173	9686	Anand Behari Lal Agnihotri	II
174	8290	Badri Prasad Matanhelia	II
175	9690	Badri Vishal Trivedi	II
176	13269	Bal Bhadhara Ticku	II
177	10570	Balkrishna Sharma	I
179	8706	Bhatya Ram Misra	II
180	8803	Binda Charan Nigam	II
181	13830	Birendra Kumar Ghosh	II
182	10571	Bishambhar Nath Srivastava	II
183	8293	Brijendra Nath Singh Gaur	II
184	13270	Buddhi Kam Dhyan	II
187	10576	Dhani Ram	II
189	10579	Gaya Prasad	II
190	4163	Gopi Chand Verma	I
191	8722	Gopi Krishna Gupta	II
192	12293	Gopi Nath Gaur	I
193	10582	Gorakh Prasad Srivastava	II
194	8909	Harilal Parikh	II
195	13271	Har Narain Tandon	II
196	10584	Har Pal Singh	I
197	5723	Har Prasad Varma	II
198	9694	Jagat Prasad	II
199	13272	Jagdish Narain	II
200	10588	Jagdish Sahai Varma	II

Roll No	Enrolment Number	N A M E	Class
D A -V College, Cawnpore — (Concl'd)			
201	9050	Kameshwar Prasad Saxena	I
202	8732	Kamla Shanker Bhattacharya	II
203	13273	Kamta Prasad Srivastava	II
204	8738	Lalji Lal Srivastava	II
206	13274	Madan Lal Kohli	II
207	8740	Mahendra Nath Misra	II
208	3320	Mandal Singh Yadav	II
209	13275	Om Prakash Maini	II
210	10600	Onkar Nath Tiwari	II
212	8745	Piara Lal Gupta	I
213	10677	Prabhakar Vajjnath Lokras	II
215	13276	Prithivi Nath Kachroo	II
216	13277	Radha Raman Lal Varma	II
218	10658	Raghubir Prasad Chaturvedi	II
220	7430	Raj Kumar Sharma	II
221	8317	Raj Kumar Shukla	II
222	10607	Rameshwar Dayal Srivastava	II
223	11963	Ramjimal Srivastava	II
225	4908	Ram Manohar Lal	II
226	10614	Ram Saran Lal	I
227	10615	Ram Saran Srivastava	II
228	10616	Ram Sewak Dwivedi	II
229	10660	Ram Swarup Saksena	II
230	10618	Ram Swarup Shukla	II
231	8807	Ranjit Singh	II
232	10661	Ranvir Singh Yaduvanshi	II
234	9703	Satya Narain Gupta	II
235	8630	Shaligram Kaluram Jadhav	II
236	10624	Shiva Ram Srivastava	I
237	13829	Shyam Charan	II
238	7864	Shyam Behari Lal Agarwal	II
239	13278	Shyam Bihari Varma	II
240	10629	Swami Dayal Katiyar	II
241	8774	Swarup Narain Shrivastava	II
242	9708	Syed Rashid Ali	I
243	10633	Uma Shanker Bajpai	II

Roll No	Enrolment Number	NAME				Class
S D College, Cawnpore						
248	9721	Bala Bakhsh Gupta	---	"	"	I
249	13414	Banarsi Das	---	"	"	II
251	10379	Bharat Singh Rathore	---	"	"	II
253	8666	Brahma Dutt Tripathi	---	"	"	II
254	10330	Chandan Singh Rathaur	---	"	"	II
257	13417	Daulat Ram Gupta	---	"	"	II
258	13415	Devidas Wamanrao Deshpande	---	"	"	II
259	9730	Deo Narayan Agnihotri	---	"	"	II
260	8261	Dinker Narayan Kale	---	"	"	I
261	13416	Durga Dass	---	"	"	II
269	10807	Jagdish Prasad Mathur	---	"	"	I
270	10340	Janardan Bhagwan Misra	---	"	"	II
275	7414	Krishna Bahadur Nigam	---	"	"	II
276	10347	Krishna Chander Pandya	---	"	"	II
277	9450	Lakshmi Narayan Verma	---	"	"	II
280	9323	Madhava Singh Chauhan	---	"	"	II
281	8648	Mahabir Prasad Kulshrestha	---	"	"	II
282	8649	Maharaj Swarup Bhatnagar	---	"	"	II
284	13801	Mohindra Singh Dandona	---	"	"	II
286	8307	Mohammad Matin Khan	---	"	"	II
287	10345	Nagendra Nath Bajpai	---	"	"	II
288	8309	Omkar Nath Dube	---	"	"	II
289	10348	Panna Lal Sharma	---	"	"	I
290	13828	Pratap Bahadur Singh	---	"	"	II
291	10305	Pukhraj Singhi	---	"	"	II
295	3335	Rai Ravi Shanker Sinha	---	"	"	II
297	7010	Rama Nath Gupta	---	"	"	II
298	10354	Ram Bharosey Gupta	---	"	"	II
300	8316	Ramesh Bahadur Saxena	---	"	"	II
303	9782	Ram Niwas Vaish	---	"	"	II
306	10356	Ranchhor Dass Gattani	---	"	"	I
308	10620	Shachindra Narain Dikshit	---	"	"	I
310	4665	Shankar Vasudeo Kapse	---	"	"	II
316	5649	Shyam Gopal Srivastava	---	"	"	II
317	10299	Shyam Narain Srivastava	---	"	"	II
319	5097	Sitla Prasad Srivastava	---	"	"	II
320	8325	Syed Mohammad Mustafa Ali Kazmi	---	"	"	II

Roll No	Enrolment Number	NAME	Equivalent	Class
Holkar College, Indore				
326	9541	Anant Balwant Bapat	1	II
329	4613	Balkrishna Rambhau Thacker	1	II
330	12898	Basanti Lal Bapna	1	II
332	8042	Bhagwati Prasad Sharma	1	II
333	9544	Bhalchandra Ganesh Kale	1	II
334	5203	Bhalchandra Rajaram Lowalekar	1	II
340	12899	Dattatraya Narayan Abhyankar	1	II
343	8352	Dinkarrao Ramchandra Ektare	1	II
346	12900	Eknath Laxman Kerhalkar	1	II
348	10701	Ganesh Madhura Hawaldar	1	II
350	9335	Govindlal Mital	1	II
351	9504	Govind Narain Mathur	1	II
352	7096	Hari Prasad Sharma	1	I
354	9561	Jaywant Dinakar Kekre	1	I
355	6453	Kantilal Oza	1	II
356	8360	Keshto Waman Gokhale	1	II
357	7369	Krishna Vallabh Vyas	1	II
360	9566	Laxminarayan Krishnarao Moyade	1	II
361	8367	Loknath Shridhar Vyas	1	II
362	9567	Madan Kishore Ravidatta Bajpai	1	II
365	8605	Moolchand Minalal Gupta	1	II
367	12248	Nag Narayan Sriwastava	1	II
370	7508	Navnetlal Ojha	1	II
371	9574	Niranjannath Acharya	1	II
372	9580	Prabhakar Siddhnath Kalele	1	II
373	12902	Prakash Chand Jain	1	I
374	10230	Raghubeer N. Kotia	1	I
376	9775	Raghuinandan Prasad	1	II
377	7381	Rajaram Shankar Athalye	1	II
379	8377	Rajmal Jain	1	II
381	7518	Ramesh Chandra Narain Rao Vyas	1	II
385	9589	Rewashanker Rajaram Parsai	1	II
386	7523	Syed Israr Ali Naqwi	1	II
388	7526	Shankar Ragunathirao Ghanekar	1	II
390	8386	Shankar Santuji Bhondway	1	II
391	12903	Shivaniswar Vinayak Mishra	1	II
392	9596	Sitakrishna Sakhararam Gadre	1	II

Roll No	Enrolment Number	N A M E	Class
<b>Holkar College, Indore — (Concl'd)</b>			
393	8390	Shripati Nagesh Oak	II
394	12909	Sita Ram Jajoo	II
395	0535	Sohan Nath Modi	I
399	12905	Umrao Chand	II
400	8394	Vardhichand Porwal	II
401	8627	Vasant Sadashivrao Pradhan	II
402	7535	Vasudeo Mukundrao Vyas	II
403	12908	Vinayak Dutt Sharma	II
405	10252	Zamiruddin Ahmad Suhrwardy	II

**Meerut College, Meerut**

407	8234	Aidal Singh	II
408	13621	Aizaz Ahmad	I
410	13620	Ananad Prakash Agarwal	I
411	10554	Ansuddin	I
412	9133	Ashraf Ali	II
413	10387	Avadh Behari Mithal	II
414	13622	Babu Ram Kamal	II
415	13820	Balwant Rai	II
416	9139	Banu Mal	II
417	10402	Bhuj Bir Singh	II
419	9152	Chandra Prakash	II
421	6321	Data Ram	II
423	13819	Devo Dutt	II
426	10420	Ganga Sharan	II
427	9734	Gokul Chandra Gupta	II
429	9167	Guru Charan Das Sangal	II
430	10425	Gyan Sundar	II
431	3628	Hardeo Singh	II
432	10432	Har Saran Das Mithal	II
433	10438	Jagan Nath Prasad	II
434	10439	Jagdish Chandra	II
435	10440	Jagdish Narain Bhan	II
436	10858	Jagdish Prasad Agarwala	II
437	10316	Jagdish Prasad Sharma	I
438	9179	Jagdiswar Singh	II
440	10288	Jaipal Singh	II

Roll No	Enrolment Number	NAME			Class
Meerut College Meerut --(Contd.)					
441	10445	Jai Prakash Gupta			II
442	13631	Jhalak Niranjan Swarup			II
443	10457	Kanhayyalal			II
446	10470	Mahendra Lal Jaini			II
447	7704	Mahendra Nath Mukerji			II
448	10472	Mangal Sen			II
449	8520	Manohar Lal Agrawal			II
452	9210	Muhammad Ilyas Khan			II
454	9220	Om Prakash Sangal			II
455	9223	Om Prakash Vaish			II
456	10491	Onkar Prasad Mathur			II
457	9225	Parma Nand Sharma			II
458	9372	Pershad Lal Maheshwari			II
459	6545	Parbhu Sharan			I
460	13826	Pratap Chandra			II
461	9228	Pratap Narayan Bahadur			II
462	13821	Pritam Prakash			II
463	13825	Prithvi Singh			II
465	10510	Raghubir Narayan Shinghal			II
466	10518	Raghubir Saran Jain			I
467	13632	Rajinder Behari Mathur			II
469	9242	Ram Kripal Singh			II
470	10510	Ram Kumar			II
471	13626	Ram Narayan Gaur			I
472	10506	Ram Narain Singh Tiagi			II
473	10500	Ratan Behari Tyagi			I
474	10498	Ratan Lal			II
475	13823	Sadhu Singh			II
476	10543	Sayid Abrar Rizvi			II
479	13619	Sheo Dhan Singh			II
482	10535	Shiva Datta			I
484	9272	Shri Prakash			II
485	10534	Shri Rama Sharma			II
488	10746	Sita Ram Mithal			II
489	10527	Suraj Bhan Gupta			II
490	13627	Suraj Narain Prakash			II
491	10547	Tajpal Singh			II

Roll No	Enrolment Number	NAME			Class
Meerut College, Meerut – (Contd )					
492	6421	Thakur Girwar Singh	..		II
494	9285	Udahir Singh	---	..	II
496	10549	Vidya Sagar Kulshrestha		..	II
497	10551	Vishan Swarup	---		II
498	10552	Yadav Ram			II

## EX STUDENTS

## Agra College, Agra

502	7197	Bhogi Lal Mishra	..	---	..	II
505	8864	Jagdish Saran Rastogi	---	---	---	II
506	5882	Jagdish Saran Sharma	---	---	---	II
508	7243	Niranjana Singh Verma	..	---	---	II
512	5745	Phanindra Pal Sinha Yadava	---	---	---	II
514	7040	Purushottam Krishnarao Cholkar	..	---	---	II
516	9319	Rishi hwar Nath Gupta	---	---	---	II
517	11883	Sayid Muhammad Ibne Ali	---	---	---	II
518	8563	Shankar Sahai	---	---	---	II
520	10854	Syed Qayam Uddin Shah Qadre	..	---	---	II
524	5150	Uma Shankar Sharma	---	---	---	II
525	8854	Vikramaditya Singh Tomar	---	---	---	II

## Bareilly College, Bareilly

526	6126	Dharam Kirti Saran Agrawal	---	---	---	II
527	12037	Gopal Pyare	---	---	---	II
528	6179	Harihar Prakash	---	---	---	I
532	9045	Jai Bahadur Saxena	---	---	---	II
534	9075	Raghavacharya	---	---	---	II
535	7161	Ram Narayan	---	---	---	II
540	3212	Shyama Charan Saxena	---	---	---	II
541	6172	Tej Bahadur Madhwar	---	---	---	II

## D A-V College Cawnpore

544	7866	Surya Bhanu Lal Srivastava	---	---	---	II
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## S D College Cawnpore

546	5306	Devi Prasad Bhargava	---	---	---	I
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Roll No	Enrolment Number	N A M E	Class
<b>Holkar College Indore</b>			
558	7485	Harihar Prasad Dube	II
559	6495	Mangishanker K Vohra	II
562	7516	Rajaram Joshi	II
567	12906	Tribhuvan Shankar Tiwari	II
568	6482	Trimbak Vishnupant Naik	II
<b>Meerut College Meerut</b>			
570	12297	Bikram Singh Bishnoi	II
571	8475	Daya Ram Singh Verma	II
573	9171	Harī Prasad	II
577	7693	Kanahya Lal Kakkar	II
579	11771	K. Jamiat Singh	II
580	9198	Madan Gopal Singhal	II
582	6690	Manindra Nath Chattopadhyaya	II
583	9205	Mithan Lal Trivedi	II
586	7720	Nazir Ahmad	II
588	9234	Raghubir Singh Goyal	II
591	6394	Ramjilal Sharma	II
593	11776	Saghir Ahmad	II
594	9256	Samaya Singh	II



## B COM EXAMINATION

Roll No	Enrolment Number	N A M E	Division.
St John's College, Agra			
1	11524	Bhoora Lal Sharma	III
2	11525	Brij Gopal Sharma	III
3	11526	Brij Kishore Tandon	II
4	10723	Chhagan Lal Bhandari Oswal Jain	III
5	11527	Fateh Bahadur Srivastava	III
6	10726	Girdhar Gopal Bansal	III
7	10295	Gur Saran Das	III
8	11528	Hirday Narain Tandon	II
10	11529	Jagdish Swaroop Bhatnagar	III
12	11531	Kanta Prasad Garg	II
13	11532	Khyali Ram Tewari	III
14	11534	Kunwar Prasad Misra	II
16	11536	Moolchand Agrawal	II
17	11533	Mushtaq Hussain Khawaja	III
18	11537	Panna Lal Surana	II
19	11539	Ram Narayan Agarwal	II
23	11542	Syed Shaukat Ali	II

## D A -V College, Cawnpore

24	11077	Badri Prasad Khandelwal	II
25	11078	Bhagwat Sahai Burk	III
26	11079	Darashaw Rushtomji Motafram	II
27	11080	Ganga Narain Sharma	III
28	11081	Ganga Narain Tandon	III
30	11083	Jagannath Agrawala	I
31	11086	Jagdish Saran	III
32	11084	Jageshwar Prasad Bhargava	III
33	11085	Jugal Kishore Sharma	II
35	11089	Mangi Lal Sharma	III
36	11090	M D Athawale	III
38	11091	Pateshwari Prasad	III
39	11092	Prayag Narayan Tewari	III
40	11957	Purushottam Sadasheo Patwardhan	II
41	11093	Raghunath Prasad Sharma	III
42	11095	Ram Narain Mehrotra	II

Roll No	Enrolment Number	N A M E	Division
<b>D A V College Cawnpore (Concl'd)</b>			
43	11094	Ram Prakash Agrawal	III
44	11096	Rati Lal Parikh	II
45	11097	Satya Narain Lal Srivastava	II
47	11958	Shiam Bahadur Saxena	III
48	11098	Shaim Piare Lal Srivastava	I
49	11100	Someshwar Prasad Goswami	II
50	11959	Sushil Chandra Gupta	II
51	11101	Swami Vishwanath Tiwari	II
<b>S D College Cawnpore</b>			
53	12182	Anand Swarup Sharma	III
54	12183	Avinash Chandra Sinha	II
55	12184	Ayodhya Prasad	III
56	10838	Chintaman Yeshwant Rao Dighe	III
59	12186	Dharam Prakash	II
60	12187	Din Dayal Kirori	II
61	10671	Ganpat Rao Negi	III
62	12189	Gur Narayan	I
64	12192	Jagd sh Prasad	III
65	12193	Jai Karan Lal Srivastava	III
66	12194	Jai Prakash Garga	III
67	12195	Kailash Behari Mathur	III
68	12196	Kamwer Lal Gotecha	III
69	12197	Kashi Nath Radha Krishna Joshi	III
70	12198	Khushi Lal Tewari	II
71	12199	Krishan Lal	III
72	12200	Lakshmi Narain Gupta	III
74	12202	Lakshmi Ishwari Sharan Verma	III
75	12203	Madan Lal Agarwala	III
76	12204	Manohar Lal	II
77	10310	Mathura Prasad Misra	II
78	12205	Mukat Lal Gupta	II
79	12206	Om Prakash Mathel	III
80	12207	Om Prakash Sharma	III
81	8681	Palak Dhari Lal Dubey	III
83	7514	Raghnath Keshco Kolhekar	II
84	12209	Ram Adhar Misra	III
85	10803	Ram Clander Pandya	III

Roll No	Enrolment Number	N A M E	COLLEGE	Division
<b>S D College, Cawnpore (Concl'd)</b>				
86	12210	Ram Datt Tripathi		III
87	12211	Rameshwer Gupta		III
88	12212	Ram Krishna Raghunath Mahajan		II
90	12214	Sawai Mal Jain		III
91	42215	Shakta Prashad Agrawala		III
92	10294	Shridhar Amrit Bhalerao		III
93	12216	Shri Narayan Agrawal		III
94	12217	Shri Ram Misra		II
96	12219	Surendra Sahai		II
97	12220	Suresh Chandra		II
98	12221	Vasant Shanker Rao Kale		III
99	12222	Vasant Trimbak Rao Deshpande		III
100	12223	Vishva Nath Gojal Namade		II
101	12224	Vishwa Nath Prasad		III
<b>TEACHER</b>				
104	T375	Mitra Sen Gupta	Teacher Muzaffar nagar	III

**COMPARTMENTAL CANDIDATES****D A-V College, Cawnpore**

109	9424	Karasandas Mawji Kothari	—	P
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**S D College Cawnpore**

110	10802	Reoti Sharan	—	P
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**TEACHER COMPARTMENTAL CANDIDATE.**

111	T3710	Munshi Lal Sharma	—	Teacher, Khurja	P
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**MERIT LIST—B COM EXAMINATION**

30	Jagannath Agrawala	—	D A V College Cawnpore	I
62	Gur Narayan	—	S D College Cawnpore	I
49	Shyam Piare Lal Srivastava	—	D A V College Cawnpore	I
33	Jugal Kishore Sharma	—	Do	II
51	Swami Vishwanath Tiwari	—	Do	II
54	Avinash Chandra Sinha	—	S D College, Cawnpore	II

## B Sc (Ag) EXAMINATION

Roll No	Enrolment Number	NAME	Division
Government Agricultural College, Cawnpore			
1	10904	Amar Nath Nigam	II
2	10271	Bishambhar Nath Singh	II
3	10905	Chandra Pal	II
4	10906	Dal Chand Gupta	I
5	10907	Data Ram Kasyap	II
6	10908	Data Ram Varma	II
7	10909	Deoki Nandan Vaishnava	I
8	10911	Dharam Swaroop Trivedi	II
9	10912	Dwarka Prasad Gupta	II
10	10913	Girish Chandra Gargya	II
11	10914	Hamid Ali Khan	II
12	10915	Hamid Ali Khan alias Khuda Bukhsh	II
13	10916	Hukam Singh	I
14	10259	Indu Shekhar Sharma	II
15	10917	Jagdish Narain Sharma	I
16	10918	Jatendra Singh Dhaka	II
17	10919	Krishna Chandra	II
18	10921	Malook Singh Sirohi	II
20	10923	Nand Kishore Verma	II
21	10924	Narayan Prasad Saksena	II
22	10925	Pyare Lal Chaturvedi	I
23	10926	Raghubar Dayal	II
24	10927	Ramesh Chandra	II
25	10928	Rameshwar Das Gupta	I
26	10229	Ram Lagan Singh	II
27	10930	Ram Lal	II
28	10931	Ram Niwas	I
29	10932	Ram Pershad Sharma	II
30	10272	Satish Chandra Saxena	II
31	10933	Shahid Ali	II
33	10935	Sh M Aijaz Husain	II
34	10936	Shree Narayan	III
35	10937	Someshwar Dayal Seth	III
36	10938	Som Prakash Mital	II
37	10939	Suresh Prasad Bhargava	II
38	10940	Veda Prakash	II
39	10941	Vishnu Datt Tyagi	II

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Roll No	Enrolment Number	N A M E	Division
COMPARTMENTAL CANDIDATES			
40	10280	Jagat Pratap Narain	P
41	10270	Umesh Prasad Tewary	P

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## MERIT LIST—B Sc (Ag) EXAMINATION

22	Pearcy Lal Chaturvedi	Agricultural College Cawnpore	I
25	Rameshwardas Gupta	Do	I
7	Deokinandan Vaishnava	Do	I
13	Hukam Singh	Do	I
28	Ram Niwas	Do	I
4	Dalchand Gupta	Do	I

## List of Candidates declared Successful at the Examinations held in 1938

### M A (Final) EXAMINATION

NOTE—Names of candidates who have passed in First and Second Divisions are arranged in order of merit

Roll No	Enrolment or Reference Number	N A M E	C O L L E G E	D i v i s i o n
E N G L I S H				
15	10632	Udit Narayan Srivastava	St John's College Agra	I
4	99 5	Shiva Shankar Roy	Agra College Agra	II
20	10275	Manohar Lal Jain	Holkar College Indore	II
6	10701	Devi Prasad Sharma	St John's College Agra	II
52	T38495	M R V Krishna Rao	Teacher Bikaner	II
40	T38483	Nand Lal Bhattacharya	, Aligarh	II
1	9647	Kai Khu broo Shapurji Daruwalla	Agra College Agra	III
3	8542	Ram Swarup Sharma Kaushik	do	III
5	9475	Viren Ira Kumar Haruray	do	III
7	8821	Fazluddin	St John's College Agra	III
9	10749	Ishrat Ali	do	III
12	7311	(Miss) Mavis Vida Michael	do	III
13	8836	Murtaza Husain	do	III
14	12656	P T Thomas	do	III
16	10845	Atmanand Misra	S D College Cawnpore	III
17	8763	Ram Narain Tiwari	do	III
18	10623	Shital Prasad	do	III
22	9 77	Pandharinath Radhakrishna Puranik	Holkar College Indore	III
24	9773	Radhai Shyam Bhatnagar	Maharaja's College Jaipur	III
25	9777	Ramji Lal Gupta	do	III

Roll No.	Enrolment or Reference Number	N A M E	COLLEGE	Division
27	10390	Babu Ram Agarwala	Meerut College Meerut	III
28	10416	Dhan Prakash Gupta	do	III
29	10423	Gopi Nath	do	III
33	7684	Jagdamba Prasad	do	III

## TEACHERS

36	T38479	Hari Ram Mishra	Teacher, Panna	III
37	T38480	Joel A'Nath	" Ajmer	III
42	T38485	S Nagarajan	" Morar	III
47	T38490	Ram Dahin Singh	" Majhau Raj (Gorakhpur)	III
49	T38492	Shiv Shankar Varma	" Shahjahanpur	III
54	T38497	Visheshwar Nath Langer	" Muzaffar nagar	III

## WOMAN

55	W3841	(Miss) Naja Unwalla	" Cawnpore	III
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## SANSKRIT

64	T38503	Praveen Chandra Jain	Teacher, Jaipur.	I
61	T38500	Madan Mohan Mishra	" Allahabad	I
65	T38504	Lakshmi Narain Sharma	" Khurja	II
63	T38502	Virendra Agnihotri	" Bareilly	II
60	T38499	Narayan Raoji Chitale	" Lashkar	II
56	10333	Durga Prasad Agarwal	S D College, Cawnpore	II
57	8976	Jagdeesh Prasad	Maharaja's College, Jaipur.	III
58	7656	Chiranjil Lal Goel	" Meerut College, Meerut.	III

## TEACHER

59	T38498	Hori Lal Sharma	" Teacher, Jhansi	III
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## INSPECTOR

66	13511	Shesh Mani Tripathi	" S. B. D. Insp., Deoria, Gorakhpur	III
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Roll No	Enrolment or Reference Number	N A M E .	COLLEGE	Division
<b>PERSIAN</b>				
68	8835	Mujib Ahmad Ansari	St John's College, Agra	I
70	T38505	Ali Sher Khan	Teacher Fatehgarh,	II
84	T38519	Mohd Shafiq	„ Rampur	II
85	T38520	Sayid Nasirul Hasan	„ Nagina	II
79	T38514	Siraj Ahmad Alavi	„ Gorakhpur	II
73	T38508	Mohamed Ilyas	„ Indore	II
67	12655	Abrar Hasan Khan	St John's College Agra	III
69	10525	Syed Abdul Waheed Bokhary	Meerut College Meerut	III

**TEACHERS**

71	T38506	Hamid Hasan Siddique	Teacher, Mandsaur	III
72	T38507	Khaleeqe Ahmad	„ Bareilly	III
75	T38510	Mukut Behari Lal Khare	„ Shahabad, Hardoi	III
76	T38511	Sayid Zille Panjatan Zaidi	„ Nowgong	III
77	T38512	Satya Deva	„ Bareilly.	III
78	T38513	Shyam Behari Lal Saksena	„ Agra	III
82	T38517	Krishna Swarup Bhatnagar	„ Tehri- Garhwal	III
83	T38518	Manzoor Husain Khan Muztar Nomani	„ Shahjahan- pur	III
86	T38521	Sheo Bhagwan Dixit	„ Hardwar	III

**INSPECTOR**

87	I3812	Rashid Husain	Sub Dy Insp Budaun	III
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**HINDI**

95	10805	Bishambhar Daval Sharma	S. D. College, Cawnpore.	I
96	9439	Chironji Lal Agarwal	„ do	II
109	T38531	Surya Dev Sharma	Teacher Ajmer	II
103	T38525	Govind Behari Agarwal	„ Muzaffar- nagar	II
104	T38526	Krishna Deva Upadhyaya	„ Najibabad	II



Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
92	9041	Jagat Ram Misra	Bareilly College Bareilly	II
115	T38537	Gokul Chandra Shukla	Teacher Azamgarh	II
114	T38536	Ghamandi Lal Sharma	Khurja	II
93	9054	Krishna Kumar Pathak	Bareilly College Bareilly	II
97	8723	Gorakh Prasad Srivastava	S D College Cawnpore	II
88	9877	Krishna Sahai Srivastava	St John's College Agra	II
102	T38524	Chintamani Malaviya	Teacher Satna	II
117	T38539	Kailash Nath	Orai	II
121	T38543	Rajjan Lal Pradhan (Chaudhari)	Lashkar	II
91	10781	Tikam Singh Tomar	St John's College Agra	II
123	T38545	Vikram Singh	Teacher Udaipur	II
100	T38522	Braj Bhushan Lal Sharma	Shamshabad (Agra)	II
101	T38523	Chand Mal Jain	" Jaipur	II
108	T38530	Som Dutta Choubey	Ajmer	II
94	8635	Bihari Lal Dubey	S D College Cawnpore	III
98	10612	Ram Narain Srivastava	do.	III
99	4762	Rudra Nand Misra	do	III

## TEACHERS

106	T38528	Shiva Kumar Ojha	Teacher, Alwar	III
111	T38533	(Miss) Shakuntala Saxena	" Lucknow	III
112	T38534	Bhim Singh Chand	" Allahabad	III
116	T38538	Gopi Ballabh D kshit	" Robertsganj (Mirzapur)	III
118	T38540	Padma Nand Sharma	" Bikaner	III
119	T38541	Raja Ram Pandey	" Allahabad.	III
120	T38542	Kajendra Singh Gaur	"	---

Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
<b>MATHEMATICS</b>				
131	9731	Dwarka Nath Nanda	Maharaja's College Jaipur	I
133	10422	Ghansham Dass Nagar	Meerut College Meerut	I
137	T38,46	Thomas Rigby	Teacher, Naini Tal	I
130	10660	Ram Swarup Saksena	Christ Church College Cawnpore	II
132	10382	Anand Prakash Jain	Meerut College, Meerut	II
134	10454	Kishore Chand	do	II
127	10710	Shri Gopal Gupta	St John's College Agra	III
129	10638	Dharam Pal Agarwal	Christ Church College Cawnpore	III
135	10475	Man Mohan Dass	Meerut College Meerut	III
<b>PHILOSOPHY</b>				
144	T38,49	Amir Bahadur Saksena	Teacher Chirawa (Jaipur)	II
140	8 40	Ramesh Verma	St John's College Agra	II
143	10548	Vijai Pal Singh Sirohi	Meerut College, Meerut	II
141	136 9	Bharat Bhushan Saxena	do	III
142	13635	Shyam Swarup Bhatnagar	do	III
<b>HISTORY</b>				
148	10089	Kailash Chander Verma	Agra College Agra	I
100	10379	Amba Prakash	Meerut College Meerut	I
161	10385	Aqil Ahma I	do	II
174	T38,59	Ilir Bai Dikshit	Teacher Ghaziabad	II
188	T38,73	Raziuddin Siddiqi	Meerut	II
164	10432	Har Saran Das Mithal	Meerut College Meerut	II
158	8657	Sarda Prasad Srivastava	S D College Cawnpore	II
146	9804	Am r Chand Jain	Agra College Agra	II
156	10346	Nawab Ali Quraishi	S D College Cawnpore	II

Roll No	Enrolment or Reference Number	N A M E	C O L L E G E	D i v i s i o n
139	9752	Kripa Shankar Srivastava	Maharaja's College Jaipur.	II
147	9829	Chandra Nath Sharma	Agra College Agra	III
149	7231	Khetmal Singh Yadava	do.	III
150	9962	Shiva Prasad Gupta	do	III
152	10759	Liladhar Singh Yadava	St John's College Agra	III
154	10777	Shiva Narain Lal Tewari	do	III
157	10606	Ram Chandra Chaturvedi	S D College Cawnpore	III
162	13630	Charukury Prakasa Rao	Meerut College	III
163	10417	Dinesh Chandra Gupta	do	III

## EX STUDENT

165	2746	Intizar Uddin	St John's College Agra	III
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## TEACHERS

168	T38553	Edward David Hart	Teacher, Naini Tal	III
169	T38554	Gulshan Swarup Varma	, Bara Banki	III
170	T38555	Khunna Mal Chandra	, Barhaj (Gorakhpur)	III
171	T38556	Moti Lal Mathur	, Kekri (Ajmer)	III
173	T38558	Bhagwan Din Khare	, Allahabad	III
175	T38560	Ganga Prasad Tiwari	„ Lucknow	III
176	T38561	Harī Swarup Tripathi	„ Bhagwant nagar, (Hardoi)	III
177	T38562	Lakshmi Narayan Dube	„ Mahoba	III
179	T38564	Rajeshwar Nath Zutshi	„ Indore	III
180	T38565	Gopi Nath Sharma	, Udaipur	III
182	T38567	Maheshwar Nath Dravid	„ Khandela (Jaipur).	III
184	T38569	Hamid Jan Khan	„ Meerut	III
185	T38570	Har Saran Das Kamboh	, Mussoorie	III
187	T38572	Muhammad Iftikharul Haq	, Amroha	III
189	T38574	Rup Narain Mathur	„ Ratangarh (Bikaner)	III

Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
<b>ECONOMICS</b>				
193	10673	Kripal Nath Srivastava	D A V College Cawnpore	I
217	T38,80	Sudhir Chandra Sarkar	Teacher Indore	II
199	10370	Chaman Lal Kapur	S D College Cawnpore	II
196	10677	Prabhakar Vajjnath Lokras	D A V College Cawnpore	II
194	10591	Krishna Pratap Narain	do	II
207	7665	Gauri Dayal Mathur	Meerut College Meerut	II
192	7289	Trivikram Rao Sapre	St John's College Agra	II
198	7857	Satish Charan Srivastava	D A V College Cawnpore	II
195	9696	Lalan Kumar Gupta	do	II
208	10425	Gyan Sundar	Meerut College Meerut	II
200	8687	Shobha Ram Verma	S D College Cawnpore	II
191	10724	Dwarka Prasad Gupta	St John's College Agra	II
210	9271	Sri Pal Jain	Meerut College Meerut	II
197	8755	Rajeshwar Sahai Srivastava	D A V College Cawnpore	III
201	12194	Chandra Mohan Khar	Holkar College Indore	III
202	9563	Kedar Nath Kacker	do	III
203	9995	Manohar Singh Mel ta	do	III
204	9590	Satya Narain Bhanwarlal Vyas	do	III
205	12904	Umed Bhai F Patel	do	III
206	10378	Amar Nath B ndal	Meerut College Meerut	III
209	7697	Kripa Ram Gupta	do	III
211	9272	Sri Prakash	do	III

Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
TEACHERS				
212	T38575	Badri Prasad Sitholay	Teacher Lashkar	III
213	T38576	Bhagwati Prasad Sharma	Muzaffar nagar,	III
214	T38577	Chandra Bhan Agarwala	Sultanpur	III
215	T38 78	Lakshman Swarup Vidyarthi	Fyzabad	III
218	T38581	Radha Raman	Ghaziabad	III
WOMAN CANDIDATE.				
219	W3843	(Miss) Rukmini Jeramdas Kirpalani	Indore	III

## M A (Previous) EXAMINATION

Roll No	Enrolment or Refer- ence Number	NAME	Passed
<b>ENGLISH</b>			
<b>Agra College, Agra</b>			
1	11794	Bharat Singh	P
5	11839	Mahendra Singh	P
<b>St John's College Agra</b>			
9	8465	Bhupal Prasad Bagchi	P
11	14327	Kalindri Dayal Srivastava	P
12	11060	Sant Prasad Singh	P
13	11498	Shanker Swarup Bhatnagar	P
15	11505	Vidya Bhushan Agrawal	P
<b>Bareilly College, Bareilly</b>			
16	12081	Jai Narain Mundra	P
17	12107	Radha Raman Saxena	P
<b>S D College, Cawnpore</b>			
19	15092	Ganga Prasad Ghildyal	P
<b>Holkar College, Indore</b>			
26	11106	Chandra Mohan Nath Dar	P
27	9549	Dattatraya Purshottam Vaidya	P
28	1425	Ganga Prasad Shukla	P
30	12288	Indranarayan B Mehta	P
32	11401	Muhammad Muftaba Khan	P
33	11122	Motichand Jain	P
34	12907	M Subha Rao	P
38	11141	(Miss) Shirin Nadirshah Manekshah	P
39	11427	Shrikrishna Joshi	P
40	11150	(Miss) Varanashi Anant Chitale	P
<b>Meerut College Meerut</b>			
45	11670	Mahendra Prakash	P
46	10344	Safruddin Ahmad Siddiqi	P
<b>EX STUDENT,</b>			
<b>Agra College Agra</b>			
48	9956	Shanti Swaroop Sharma	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed.
TEACHERS			
69	T38308	Shiva Nath Prasad 'Gwal' — Teacher Benares	P
71	T38310	Anand Prasad Asthana " Jhansi	P
72	T38311	Hari Sharan Singh " Rae Bareilly	P
73	T38312	Jamna Prasad Gupta " Atrauli (Aligarh)	P
76	T38315	Madan Mohan Saran " Cawnpore	P
85	T38324	(Miss) V Kamalambal " Allahabad	P
89	T38328	Pradyumna Kumar Srivastava " Ujjain	P
103	T38342	Radha Krishna Asthana " Muraffar-nagar	P

## SANSKRIT.

S D College, Cawnpore.

105	12175	Shambhu Dayal Gupta — —	P
Maharaja's College Jaipur			
107	766	Hari Prasad — —	P

## TEACHERS

108	T38344	Mohan Ballabh Pant — Teacher, Muttra	P
110	T38346	Veda Bha-kar Dikshit — " Bareilly	P
112	T38348	Shiv Charan Lal Jain — " Saharanpur.	P

## PERSIAN

St John's College, Agra

113	11619	Fateh Singh Verma — — —	P
114	11497	Sajid Hasan Qadri — — —	P

Maharaja's College, Jaipur

115	9774	Rafeeq Ahmad — — —	P
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Meerut College Meerut

116	10479	Muhammad Amir Azam Khair — —	P
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## TEACHERS

118	T38350	Ikhlas Husain Zuberi — Teacher, Laskhar.	P
121	T38353	Sayid Mularim Husain — " Alahabad	P
125	T38357	Randhir Bahadur Sakona " Sardhana (Meerut).	P

Roll No	Enrolment or Refer- ence Number	NAME	Passed
<b>HINDI</b>			
<b>St John's College Agra</b>			
127	12552	Chandrika Prasad D kshit	P
128	11931	(Miss) Kamla Bhambhani	P
129	11856	Prem Prakash	P
130	9930	Ram Narayan Sharma	P
<b>Bareilly College Bareilly</b>			
131	10071	G rja Shankar Misra	P
132	10076	Harish Chandra Sharma	P
<b>S D College Cawnpore</b>			
133	10325	Amar Nath Mehrotra	P
134	8637	Harī Ram Tewari	P
135	15102	Satya Narain Prasad	P
136	11284	Uma Shankar Trivedi	P
<b>TEACHERS</b>			
140	T38361	Brij Bhushan Lal Sharma	Teacher, Hapur P
141	T38362	Claudius Wilson David	Indore P
142	T38363	Gyan Chandra	Aligarh P
143	T38364	Harish Chandra Agarwala	Bhilsa P (Gwal or)
144	T38365	Jagannath Brajnath Maha shabde	Lakshkar P
147	T38368	Narendra Varma	Agra P
148	T38369	Ram Chandra Sharma Visharad	Jhabua P
151	T38372	Sunhari Lal Sharma	Holipura P (Agra)
152	T38373	Vijaya Shankar Misra	Benares P
153	T38374	Ganga Dat Upreti	Pil bhut P
154	T38375	Prayag Dat l ant	Almora P
155	T38376	Kam Sudhar Pandey	Budoun P
156	T38377	Sl ant Nandan Sl arma	Uj l ani P (Budaun)
157	T38378	Shri Gopal Sharma	Kashipur P (Naini Tal)
159	T38380	Arjun Tripathi	Barhaj P (Gorakhpur)
162	T38383	Chet Ram Tomar	Bulandshahr P
163	T38384	Har Narayan Mishra	Etawah P



Roll No	Enrolment or refer- ence Number	NAME		Passed
164	T38385	J Prasad Saxena	Teacher, Dhar	P
167	T38388	Raja Ram Shastri Hoshing	Gorakhpur	P
168	T38389	Ramapati Shukla	Benares	P
169	T38390	Ram Saran	Mungra Badshahpur (Jaunpur)	P
172	T38393	Shyama Prasad Singh	Pa Irauna (Gorakhpur)	P
177	T38398	Yajna Narayana Misra	Allahabad	P

## INSPICTOR

178	1387	Ramnarayan I Sharma	Jhabua	P
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## WOMEN CANDIDATES

180	W3836	(Miss) Kamla Panu Mathur	Agra	P
181	W3837	(Miss) Suprabha Sharma	Gwalior	P

## MATHEMATICS

## Agra College Agra

182	8449	Ali Muhammad		P
183	11886	Basdeo Sahai		P
184	9846	Harcharan Lal Mehrotra		P
185	11811	Hari Krishna		P

## St John's College, Agra

186	11469	Anthony Francis Reghelini ..	..	P
187	10699	Bishwambhar Parsad	..	P

## Christ Church College Cawnpore

189	11986	Satya Narain Nigam	..	P
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## Maharaja's College, Jaipur

191	14620	Dharmendra Nath Handa	..	P
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## Meerut College, Meerut

193	11766	Vishwamitter Daval	..	P
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## EX-STUDENT

## Christ Church College, Cawnpore

194	10658	Raghubir Prasad Chaturvedi	..	P
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Roll No	Enrolment or Refer- ence Number	N A M E		Passed
TEACHER				
202	T38406	Shyama Shankar M Dave	Teacher, Brijnagar (Jhalwar)	P

## PHILOSOPHY

St John's College, Agra

206	10716	Roshan Lal Agarwal		P
Maharaja's College, Jaipur.				

207	9780	Ram Narain Rajkumar	..	P
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## HISTORY

Agra College, Agra

213	11792	Badri Prasad Sharma		P
214	11,03	Bhagwat Pd Sharma		P
215	11801	Dhurva Bihari Lal Srivastava		P

St John's College, Agra

217	11471	Amar Nath Bansal		P
218	15,72	Bhagwan Dayal Srivastva		P
219	11483	Jhamman Lal Agarwal		P
221	8831	Lal Bahadur		P

S D College, Cawnpore

222	11239	Banwari Lal Dwivedi		P
223	8728	Indechwar Dayal		P
224	12162	Joti Prasad		P
225	153 8	Krishna Kumar Pradhan		P
226	11034	Krishna Mutari		P
227	11286	Madan Mohan Jlungan	..	P
228	11040	Matendra Pal	..	P

Holkar College, Indore

231	9556	Ekamath Tikaram Chudhary		P
233	11303	(Miss) Lakshmi Jeramdass Kripalani		P
234	8372	Mokhand Joshi	..	P
235	11478	Pundurang Krishna I arve	..	P
236	11142	Shreeenandan Lal Jain	..	P

Roll No	Enrolment or Refer- ence Number	N A M E	Pas ed.
Meerut College Meerut			
240	11635	Harish Chandra Bajal	P
241	11637	Har Pal Singh Gehlot	P
242	11640	I hwar Chan tra Bharadwaj	P
243	11661	Keshava Chandra	P
244	11685	Nand Kishore Chaurasia	P
245	9230	Pundri Kaksh	P
246	7749	Saran Bihari Mathur	P
247	11779	Subodh Gopal Bose Mallik	P
248	11749	Sukbhir Singh Sharma	P
249	11751	Sumat Prasad Jain	P
250	11778	Tehsin Ahmad	P

## TEACHERS

254	T38416	Bhup Singh Varma	Teacher Jodhpur	P
255	T38417	Brij Nandan Lal	Aligarh	P
263	T38425	Lakshman Singh Yadava	Jahan girabad (Buland shahr)	P
265	T38427	Mahendra Singh	" Shikohabad	P
267	T38429	Prabhashankar G. Trivedi	Banswara	P
272	T38434	Shyam Sunder Lal Misra	" Budaun	P
273	T38435	Balram Bahadur	" Mungaoli (Gwalior)	P
282	T38444	Shankar Nath Sukul	Sultanpur	P
287	T38449	Brij Bahadur	Alwar	P
288	T38450	Raghunandan Sharma	Sirohi	P
289	T38451	Balvir Singh	Buland shahr	P
292	T38454	Ganga Sharan Sharma	Mussonie	P
293	T38455	Har Lal Singh	" Buland shahr	P

## INSPECTOR

297	1388	Ramchandera Sawleram Vyas	Teacher Ins. Ind (Gwalior)	P
299	13810	Mirza Daud Ali Beg	Sub-Deputy In- spector Buland shahr	P

Roll No.	Enrolment or Refer ence Number	Name	Passed
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**ECONOMICS****St John's College Agra**

301	11526	Brij Kishore Tandon	- - P
302	14324	Rajendra Singh	P

**Bareilly Collage, Bareilly**

303	10911	Dharam Swaroop Trivedi	P
304	10069	Dhirendra Gopal Gurha	P
305	12063	Gopal Krishna Mehrotra	P
306	12072	Hasan Adil	P
307	12104	Onkar Singh	P

**D A V College Cawnpore**

308	8720	Ganga Prasad Misra	P
309	10586	Indra Jit Sharma	P
310	11083	Jagannath Agrawala	P
311	11090	M D Athawale	P
312	11285	(Miss) Vilasprabha H Shroff	P
313	12006	Mohd Mozammil	- P
314	15263	Onkar Nath Seth	P
315	11416	Ram handra Keshav Barpande	- - P
316	12210	Ram Dutt Tripathi	P

**S D College Cawnpore**

317	12183	Avinash Chandra Sinha	- - P
318	12189	Gur Narayan	- P
319	10289	Matra Din Misra	P
320	11265	Raja Kumar Chaturvedi	- P

**Holkar College, Indore**

321	12312	Chand Mal Nanatal Palvia	P
322	11111	Dhannalal Jain	- - P
323	11365	Govind Ram Sharma	- - P
325	8362	Kishanlal Jain	- - P
326	11382	Madan Mohan Khar	- - P
327	9468	Shankar Mahadeorao Umaye	- - P
331	14661	(Miss) Vimal Kumari Kaul	- - P
332	11436	Vishnu Swarup Shrivastava	- - P

Roll No	Enrolment or Refer- ence Number	Name.	Passed
<b>Meerut College, Meerut</b>			
335	11644	Jagbansh Singh Chahel ..	P
337	4111	Navin Chandra Sharma ..	P
338	10489	Niranjana Lal ..	P
339	15283	Parmatma Saran Rajbanshi ..	P
340	11733	Satya Prakash Singhal ..	P
341	11763	Uttam Singh Sharma ..	P
<b>TEACHERS</b>			
344	T38461	Maheshwari Dayal Sinha ..	Teacher, Ballia P
352	T38462	Girja Dayal Srivastava ..	Sitapur P
353	T38470	Gur Prasad Shukla ..	Cawn- pore P
355	T38472	Ramapati Shukla ..	Benares P
356	T38473	Ramesh Chandra Saxena ..	Chattar- pur P
357	T38474	Ganpati Wamanrao Gandhe ..	Ujjain P
358	T38476	Prabhu Dayal Mathur ..	Meerut P

## B A EXAMINATION

Roll No	Enrolment Number	N A M E	Division
Agra College, Agra			
1	13642	Abu Hamid Jafri	III
2	10181	Afzal Ahmad Khan	III
3	13804	Amar Chand	II
6	7059	Ajodhya Prashad Mathur	III
7	13638	Asghar Ali Khan	III
8	8812	Balbir Narain Saxena	II
9	13647	Baney Singh Deora	II
11	13645	Bhagwan Singh	II
12	13660	Bhagwan Swarup Mathur	III
13	13646	Bhawani Shankar Mathur	III
20	13655	Brahma Datta Dikshit	III
24	13780	Buddhi Prakash Chaturvedi	I
26	9640	Cowasji A. Postwala	III
28	13668	Daulat Ram Chaturvedi	II
29	13667	Dayal Saran	II
31	13673	Dharmendra Sahai	III
37	13827	Ganesh Lal Sharma	III
38	13681	Ganesh Prasad Chaturvedi	III
39	11809	Ganga Singh	III
41	13679	Girdhari Lal Misra	III
42	13682	Girja Shanker Bhatnagar	III
43	13678	Gulab Singh Sharma	III
44	13685	Hari Prakash Vaish	III
49	13693	Jagdish Pershad Arora	III
50	13692	Jagdish Prasad Bhatnagar	II
51	11821	Jagdish Prasad Jain (Primus)	III
52	11872	Jagdish Prasad Jain (Secundus)	II
53	11648	Jagmohan Sharma	II
54	13695	Jaimin Prasad Saxena	III
55	13691	Jawalal Lal	III
57	13699	Jwala Shanker	II
58	13704	Kedar Nath Gupta	II
60	13778	Kripal Seal	III
62	13700	Lakshman Singh	II
63	13711	Lakshmi Narain Sharma	II

Roll No	Enrolment Number	N A M E	Division
Agra College, Agra (Concl'd)			
64	13708	Lalji Yadava	III
66	11843	Mahe h Chandra Agrawal	II
67	13782	Mahe sh Prasad Ma hur	III
68	13777	Mathura Nath Pancholy	III
69	13713	Mohammad Rahat Husain Khan	III
72	13786	Moti Lal Gupta	II
73	11684	Nabar Singh	III
74	13721	Narain Singh Kothari	III
75	11695	Om Prakash Rajput	III
76	13725	Omkar Sathai Saksena	II
77	13726	Onkar Parshad Sharma	III
78	13816	Prithvi Nath Chaturvedi	III
79	10770	Purushottam Lal Thakore	III
82	13741	Rajeshwar Prasad Bhargava	III
84	11867	Rama Bharosey Lal Gupta	II
85	13746	Ram Babu Agarwal	II
86	13732	Ram Chandra Agarwal	III
87	13735	Ram Charan Sharma	II
88	11858	Ramesh Chandra Sharma	III
89	13744	Rameshwar Dayal Tiwari	III
92	13776	Ram Prasad	II
95	13749	Rikhiab Chandra Jain	II
96	13743	Rup Narain Mathur	III
97	13779	Satguru Saran Mathur	II
99	13757	Shree Narain Tondon	III
100	11874	Shri Krishna Bhargava	III
101	11901	Shri Krishna Sharma	III
104	13783	Shubhkaran Lal Pagla	III
109	13780	Sur pati Lal Jain	III
110	13760	Surendra Singh Ja n	III
112	13784	Suryopal Singh	III
113	13781	Suryopal Singh Yaduvanshi	III
114	13762	Swaroop Sinha Chundawata	III
116	13768	U lai Vir Singh	III
117	13769	Umar Daraz Khan	III
119	13771	Vijay Ram Sharma	II

Roll No	Enrolment Number	N A M E .	Division
St John's College, Agra			
123	12603	Abdul Alim Siddiqi	III
124	12604	Ahmad	II
125	12605	Ananda Prasad Duara	III
126	12606	Anant Ram Jugran	III
129	11472	Balkrishna Garg	III
130	12609	Bansh Narain Roy	II
131	12610	Dayal Bahadur Singh Solanki	III
133	12613	Degumbar Dayal Srivastava	III
134	12612	Dharm Prakash	II
135	12615	Dwarka Prasad Saksena	III
136	12616	Ganga Prasad Bahuguna	III
137	12617	Girraj Kishore Garg	II
138	12618	Girraj Singh Sirohi	III
139	12619	Gladwin Stanley Gideon	III
140	12620	Gopi Lal Shukla	III
141	12621	Govind Ram Gupta	III
142	12657	Harbans Lal Manghani	III
143	12622	Harcharan Singh Sodhi	III
144	11470	Hari Krishna Rathi	III
145	12623	Hari Mohan Mathur	III
148	12625	Jagdish Roy	III
150	12626	Kr Zorawar Singh Jhala	II
151	12627	Lakshman Swarup 'Lakshman'	III
152	12629	(Miss) Letitia Alice Solomon	III
154	12630	Madan Behari Lal Sinha	III
155	12631	Madan Singh Bhatnagar	III
156	12632	Madhu Ram Mittal	II
157	12633	Manoranjan Mangalik	III
159	12637	Mohd Sharif Khan	II
160	12634	Muhammad Fazlullah	III
161	12636	Muhammad Htikhar Uddin	III
163	12638	Om Prakash Sharma	III
166	12641	Rajeshwar Dass Bajal	II
168	12643	(Miss) Rosalind Mary Shanti Kumari Ghose	III
170	11504	Sayid Ziaul Hassan	III



Roll No	Enrolment Number	N A M E	Division
St John's College Agra (Concl'd)			
171	12645	Shiva Prasad Sinha	II
174	11499	Shivcharan Pande	II
175	12648	Shushil Kumar Chandra	III
176	12650	Talib Ali Khan	III
177	12651	Udai Singh Rawat	III
179	12653	Uma Shanker Sharma	III
180	12654	Ummed Singh Negi	II
Government College Ajmer			
183	13810	Ajudhia Parshad Airi	II
184	13811	Amar Singh	III
185	12729	Anwar Ahmad Khan	III
187	12730	Bhagwan Dass Ghiya	III
188	12731	El agwan Dass Rawat	III
189	12732	Bhanwar Lal Byas	II
190	12733	Brij Behari Lal Capoor	II
191	12734	Chandra Shekher Angirish	III
192	12735	Chhuttan Lal Mathur	II
196	9339	Harcharan Singh	III
197	12739	Hardev Singh	III
198	13840	Inder Mohan Lall	III
199	12741	Isl an Charan Das Kapur	III
201	12742	Jhumar Lal	III
202	12744	Kishan Pershad Mathur	I
203	12745	K. Raj Bahadur Singh Gautama	II
205	12747	Madan Swarup	III
209	12750	Neim Ghani Khan	II
211	12752	Prem Shanker Srivastava	III
212	13839	Ratha kaman Bhargava	III
213	12754	Radley Sham	III
214	12757	Shah Noor Khan	II
215	12758	Shiv Datta kam Chandra Dwivedi	III
216	12761	Sri Krishna Agarwal	III
217	11377	Suraj Mal Agarwal	III
219	12766	Syed Noorat Ali	II
220	9663	Vishwa Nath Joshi	III

Roll No	Enrolment Number	NAME	Division
<b>Bareilly College, Bareilly</b>			
222	13018	Abrar Hasan Siddiqi	III
223	13019	Aftab Hussain	II
230	13021	Arnold Leslie Boas	III
231	10057	Azizul Rahman	III
237	13026	Bhagwan Din Shukla	III
239	13028	Brahma Deva	II
240	13029	Brija Nand Verma	III
241	13030	Chandra Kumar Sharma	III
*242	13032	Chail Behari Lal Saxena	III
*243	13031	Chhail Behari Lal Saxena	III
244	12057	Debi Dat Kaddwal	III
245	12058	Devi Saran Garg	III
246	13033	Dharmendra	II
*247	12059	D nesh Chandra Kanchan	II
248	13034	Dip Chand Shrotria	III
249	13035	Ganga Singh	III
250	13036	Gauri Dayal Mathur	III
251	13037	Gauri Dutt Pant	III
*252	12064	Gopi Krishna Sak ena	III
253	12068	Harish Chandra Saxena	III
*254	12069	Har Narain	II
256	10077	Hira Nand Choudhri	III
*257	13038	Hori Lal Sharma	III
*258	12078	Jagdish Saran	III
259	13041	Jagdishwar Prasad Bhatnagar	III
263	13045	Kiran Behari Mathur	II
*265	13048	Krishna Swaroop	III
268	12091	Lakhan Singh	III
269	12072	Lakshman Das Mehra	III
270	13050	Lakshmi Datta Jakhiwal	II
272	13052	Mahfooz Hasan	III
275	13055	Md Hasan Khan	III
276	13054	Mohammad Ahmad	III
278	10108	Mohammad Muzammil Burney	III
*279	13056	Mohammad Zafar Hussain	II

\* Also passed in Addl Opn Paper III of the vernacular

Roll No	Enrolment Number	N A M E	Division
Bareilly College Bareilly (Concl'd)			
281	13058	Mohd Yaseen Quraishi	III
282	13059	Mufti Leyaqaat Husain Siddiqui	III
283	10110	Muhammad Abdul Hafiz Khan	III
292	12105	Prem Narain	III
294	13064	Puran Chandra Agrawal	II
295	12106	Radha Ballab Saran	III
296	13812	Kadhe Raman Lal	II
*298	13066	Raghuraj Saran Agarwala	III
300	13068	Rajendra Prasad Cairae	III
*301	9078	Raj Kumar Gupta	III
*302	13013	Raj Kuma Vaish	III
303	13069	Rama Chandra Sahai	II
305	13325	Ram Chandra Sharma	III
306	13071	Ramesh Chandra	II
308	13073	Ram Hari Nitosh Maitra	III
*309	9081	Ram Kumar Gupta	III
312	13075	Ram Prakash Agarwala	III
315	13080	Sabir Husain	III
316	13081	Sadaqaat Ali Khan	III
319	13083	Satyendra Nath	III
320	13085	Shanker Dayal Saxena	III
321	13086	Shanti Swaroop Saxena	III
324	13087	Shiva Shanker Gupta	III
325	13088	Shiva Svarup Saxena	III
326	13089	Shiv Lal Singh	III
331	13092	Surendra Kumar Choudhry	II
332	13093	Suresh Chandra Jauhari	III
*333	13094	Surya Prakash Agrawal	III
334	13095	(Miss) Swarn Kumari Jaspal	III
335	13096	Syed Ahmad Jan	III
337	7170	Tej Bahadur Sinha	II
342	12270	Vishwa Nath Puri	III
Dungar College, Bikaner			
343	11564	Babu Lal Shrivasthi	II
344	11169	Chhagan Singh Shekhawat	III

\* Also passed in Addl. Op'n Paper III of the vernacular

Roll No	Enrolment Number	NAME	Division
<b>Dungar College, Bikaner (Concl'd)</b>			
346	12665	Dhan Raj Purohit	III
350	12669	Jagmal Singh Tanwar	II
351	11561	Kanti Lal	II
352	12670	Kanwar Hari Singh	III
353	12671	Kanwar Karan Singh Khichy	III
354	13814	Kanwar Man Singh	III
355	12672	Kewal Chandra Sharma	III
356	12674	Madho Ram Paliwal	II
357	12675	Mahandra Kumar Mittal	II
358	12676	Makhan Singh	III
359	11554	Manohar Singh Mehta	III
360	12678	Narpati Singh	II
362	12680	Purushottam Acharya	III
364	12681	Sohan Lal Agarwal	III
365	12682	Sundar Mal Jain	II
366	12683	Surya Prasad Sharma	III
<b>Christ Church College, Cawnpore</b>			
367	11237	Abdul Majid	III
371	12509	Austin Gay Cutting	II
373	11240	Brij Krishna Munshi	III
374	12512	Digamber Nath Bajpai	III
376	12514	Gur Saran Lal Srivastava	II
377	11248	Hanoman Prasad Sinha	III
380	12518	Ishtiaque Ahmad Khan	III
382	12520	John Derrick Bobb	II
383	12528	Kameshwar Dayal Bhargava	II
384	12523	Kameshwar Nath	III
386	12522	Kedar Nath Srivastava	II
387	12525	Krishna Chandra Bery	II
388	12532	Masarrat Ali Siddiqui	III
391	12531	Muhammad Ali Anwar	II
392	12533	Muhammad Walajul Hasan Hashmi	III
395	12536	Partap Narain Misra	III
396	12544	Rajani Molan Mukerjee	III
399	12543	(Miss) Rimala Srivastava	II

Roll No	Enrolment Number	N A M E	Division
Christ Church College Cawnpore (Concl'd)			
400	12538	Ram Charan Vasneya	II
401	12539	Ramji Das Tiwari	II
402	12541	Ram Murti Mehrotra	II
405	12548	Sampson Will am Boaz	III
406	12550	(Miss) Savitri Nigam	III
407	12551	(Miss) Sushila Saxena	II
409	12273	Vijai Narain Srivastava	III
410	11286	Vishnu Kumar Kapoor	III

## D A V College Cawnpore

412	13102	Alopi Prasad Shukla	III
415	13105	Avatar Narain Srivastava	III
417	13106	Babu Ram Gupta	III
419	13108	Babu Ram Srivastava	III
422	13111	Bhagwati Prasad	II
423	13112	Bhanwar Lall Sharma	II
424	11011	Bishambhar Nath Agarwal	III
425	13114	Bishambhar Nath Sharma	II
426	13115	Bishambhar Nath Srivastava	II
428	13118	Chandra Bhan Prasad Nigam	III
429	11013	Chandra Bhushan Singh Chaudhan	III
430	13119	Chandra Datta Pandey	II
431	11933	Chandrika Prasad Srivastava	III
433	13121	Chunni Lall	III
434	13123	Deo Datt Singh	III
440	11024	Gullu Shanker Chaturam	III
442	13129	Har Shanker Khatri	II
443	11026	Har Krishna Saha Bhattacharya	III
446	13132	Jagdeva Bakshi Singh	II
449	13134	Jagdeva Prasad Dey	III
450	13135	Jagdeo Kumar Srivastava	III
451	13136	Jai Lal Ram	III
452	13137	Jai Narain Raju	III
453	13138	Jai Lal Singh Sankh	III
454	13139	Jai Lal Singh Yadav	III
455	13141	Kailash Narain Mishra	II

Roll No	Enrolment Number	N A M E	Division
D A V College Cawnpore (Contd)			
456	13281	Kishori Lal	III
457	13046	Krishna Narain Srivastava	III
459	13144	Lakshman Ji Tiwari	III
460	13145	Lakshman Swarup Mital	III
461	13146	Lakshmi Chandra Gupta	II
463	13146	Lokendra Nath Tiwari	II
466	13148	Mahendra Prasad	II
467	13150	Maheshwari Prasad Srivastava	III
468	13151	Mam Ram Gupta	III
470	8741	Master Harish Chandra	II
471	11043	Mool Narain Khanna	III
473	13152	Murari Lall Seth	III
474	13153	Nanak Prasad	III
475	13154	Niranjana Pal Singh	III
476	13156	Onkarnath Misra	III
477	13157	Onkar Nath Srivastava	II
478	9698	Onkar Prasad Saxena	II
480	11942	Onkar Singh Dengai	III
481	13159	Prabhu Nath Tripathi	III
482	13160	Parbhu Dayal Gupta	III
483	13161	Pradumna Singh	III
484	11045	Prayag Narayan Pandey	III
485	13162	Prem Nath Mishra	III
486	13163	Pyare Lal Sharma	II
487	13164	Raghubar Dayal Sharma	II
489	13168	Raja Ram Rastogi	II
491	13166	Raj Kumar Srivastava	III
495	13171	Ramesh Chandra Nigam	II
496	11054	Rameshwar Dayal Saxena	II
497	9699	Ram Kumar Misra	II
498	13173	Ram Narain Khanna	III
499	13175	Ram Prakash Awasthi	III
*500	13176	Ram Shanker Vajpai	III
503	13179	Ram Swarup Gupta	III
504	10234	Ratan Lal Mehta	III

\* Also passed in Addl Opln Paper III of the vernacular

Roll No	Enrolment Number	N A M E	Division
<b>D A V College Cawnpore (Concl'd)</b>			
507	11500	Shanti Kumar Bajpai	II
508	13183	Sharman Lal Agarwala	II
509	13184	Shiva Prasad Verma	III
510	13186	Shiva Sahai Verma	III
511	13185	Shiva Shambhoo Pandey	III
512	11950	Shiva Shankar Nigam	III
513	13190	Shree Narayan Gupta	III
514	13187	Shri Gopal Agarwal	III
515	13202	Shri Krishna Mehrotra	III
517	13189	Shri Ram Gupta (Secundus)	III
518	13191	Shyam Behari Lal Srivastava	III
522	13194	Surendra Swarup	II
524	13197	Umesh Chandra Tripathi	III
525	13198	Vidya Sagar	II
<b>S D College Cawnpore</b>			
529	12144	Ayodhya Prasad Mehrotra	III
530	13284	Babu Prashad Mathur	II
531	13289	Bhuvan Chandra Pande	III
534	13287	Bhuvneshwar Nath	II
535	13386	Braj Kishore Sharma (Tongra)	II
539	13293	Daya Shankar Misra	III
540	13294	Gambhir Singh	II
541	13297	Gautam Sharma	II
542	13295	Giriraj Prasad Sharma	III
543	12158	Girja Shanker Saxena	III
545	13296	Gyan Sagar Gupta	II
546	12159	Hari Har Gour	III
547	13299	Haryogindra Prasad Bajpai	III
549	8299	Jagannath Prasad Srivastava	III
551	13302	Jagdish Chandra Pant	III
553	13304	Jagraj Singh	III
555	13306	Karan Kumar Dikshit	III
556	13309	Keshu Lal Singh Chauhan	III
560	13311	Laxmi Narain Tripathi	II
562	13313	Narendra Nath Katiyar	III

Roll No	Enrolment Number	N A M E	Division
<b>S D College Cawnpore (Concid)</b>			
563	13314	Nitya Nand Mishra	III
564	10349	Prem Nandan Khanna	III
565	13315	Om Prakash Saxena	III
566	12275	Om Shankar Srivastava	III
567	13845	Rachakonda Anant Padmanabha Sharma	III
568	13320	Radhe Shyam Tiginayat	III
569	13317	Radhey Shyam Dube	II
570	13324	Rajeshwar Dayal Mathur	II
571	12170	Rajindra Singh	III
572	13323	Raj Nath Pandya	III
576	13322	Ram Narain Tewari	II
578	13327	Ram Shankar Tripathi	III
579	11056	Ram Sharan Lal Saxena	III
580	13326	Ram Sharan Shukla	III
583	13329	Shri Krishna Chandra Sharma	III
584	13331	Sita Ram Sharma	III
585	13333	Sukh Nidhan Singh Chauhan	II
587	11760	Thakur Yodh Raj Singh	III
590	13338	Vishwa Nath Singh	III

**St Andrew's College, Gorakhpur**

591	12355	Abdul Haque Quraishi	III
592	12356	Anwarul Hoda	II
593	12357	Balwant Sahai Mathur	III
594	12358	Bans Gopal Lal Srivastava	III
597	12359	Bhargunath Prasad Misra	III
600	12362	Gopal Ji	III
601	12364	Gulab Pande	III
602	12365	Hans Raj Yadava	II
603	12366	Hari Har Nath	III
606	12368	Imamul Haque Siddiqui	II
607	12369	Jagdish Chandra	III
608	12001	Jagdish Narain Tripathi	II
609	12002	Kamaluddin Ansari	III
612	12371	Mahmood Ali	II
613	12005	Mirza Itrat Ali	II



Roll No	Enrolment Number	NAME	Division
<b>St Andrew's College, Gorakhpur (Concld)</b>			
616	12374	Muhammad Wasim (Ali)	III
618	12306	Narendra Nath Chakrabarti	III
621	10022	Qasim Ali Khan	II
623	12010	Kama Krishna Shukla	III
626	12009	Ram Chandra Srivastava	III
627	12380	Ram Deva Verma	III
628	12382	Ram Sahai	II
629	10025	Ram Ugrah Prasad Pandey	III
631	12384	Saraswati Prasad Sinha	III
632	12385	Sharad Chandra Tripathi	III
633	12386	Shriman Narayan Mishra	III
635	12361	Thakur Girish Chandra Srivastava	III
637	12018	Vidya Dhar	III
638	12389	Vishnu Shankar Singh	III
639	12020	Zahid Husain Siddiqi	II
<b>Victoria College Gwalior</b>			
640	12221	Bhagwandas Sharma	III
642	12923	Dashrathrao Baburao Karhade	III
643	12224	Devi Prasad Shrivastava	III
645	12227	Girja Kumar Mathur	II
646	12928	Gopal Vyas	II
648	10950	Hariresh Chander Majumuria	III
649	12230	Hassan Uddin	II
650	12931	Jagendra Nath Kunzru	III
652	12937	Kumar Kishore Singh Bhadauria	III
659	10960	Madan Lal Gupta	III
661	12940	Manik Chand Jain	III
662	12997	Poonam Chandra Pandya	III
663	12944	Prem Narayan Saxena	III
664	12945	Purshottam Sakharan Kajurkar	III
667	12947	Raja Ram Gupta	III
669	12948	Ramchandra Gopal Rao Joshi	III
671	12951	Reoti Saran	III
673	12054	Shankar	
674	12925	Shanti	

Roll No	Enrolment Number	N A M E .	Division
Victoria College, Gwalior ( <i>Concl'd</i> )			
675	12958	Shri Vallabh Nagar	II
676	12959	Shyam Behari Lal Bhatnagar	II
677	12960	Shyam Sunder Lal Mathur	II
682	12964	Vallabh Acharya Sharma	II
Indore Christian College, Indore			
686	12684	Ahadyar Khan Lodhi	II
688	12686	Anand Swarup Bhatnagar	III
689	12687	Anant Dnyaneshwar Puranik	II
690	11103	Ardesher Maneckji Khory	III
692	13817	Aziz Ahmed	III
695	11107	Charly Maneckji Khory	III
696	12690	Damodar Govind Natu	III
697	12691	Dattatraya Yeshwant Gulgule (Muzumdar)	III
699	12693	Devi Dayal Varma	II
707	12700	Gulam Rasul	II
708	11114	Heera Chand B Parmar	III
710	12702	Keshava Prasad Chaturvedi	III
713	12723	Kr Vijaysingh Ranawat	III
714	12703	Lawrence Immanuel Thomas	III
715	12704	Laxman Ramchandra Pendharkar	III
*717	12706	Madhav Gajanan Buddhisagar	I
718	11120	Mohammad Khan	III
719	12707	Mohammed Hatim Zaman Baig	III
728	12715	Ramchandra Shrikrishna Joshi	III
731	10236	Ravinandan Joshi	III
732	12718	Reuben Moses	III
734	7389	Shankar Madhao Kutumbale	III
736	12721	Shanti Prasad	III
737	8622	Shareef Akhtar Mev	III
738	10241	Shiwakant Tiwari	III
739	12722	Vallabh Das Sugandhi	II
740	11151	Vasant Daji Nandedkar	II
741	12724	Vinayak Ramrao Deshkar	II

\* Also passed in Addl. Opln. Paper III of the vernacular

Roll No	Enrolment Number	N A M E	Division
<i>Holkar College Indore</i>			
744	12780	Amrit Lal Jain	III
746	12782	Asgherali Musajee	III
747	12783	Baboolal Sharma	II
748	12784	Balkrishna Laxman Phadnis	II
749	11349	Bhagwatilal V Rawal	III
752	12789	Chandmal Bandi	II
753	11353	Chandrasena Nathuji Dafal	III
754	12790	Dagru Nanaji Dutare	III
756	12792	Dattatraya Sitaram Divej	III
757	12793	Des Raj Kapur	III
758	12794	Devidas Krishna Rao Bande	II
759	12795	Digambar Achyut Sathe	III
761	12797	D nkar Shridhar Dharma	III
762	12799	Dulichand Punamchand Jain	III
763	11358	Fakhruddin Banduqwal	III
764	11359	Gajanan Madhava Muktibodha	II
765	12800	Gajanan Shankar Gosavi	II
766	12801	Gangadher Shankerrao Borge	II
767	11360	Ganpati Thakurlal Barche	III
768	11363	G rjashanker Moolchand Trivedi	II
770	12803	Gopal Sadasbio Gore	II
773	12805	Gul Mohammad Khan	II
774	12806	Harj Vallabha Sharma	II
775	12913	(Miss) Indu S Vyas	II
776	12807	Ishwar Chandra Jain	II
777	12808	Jai Shankar Rajora	III
778	12809	Jamna Prasad Sharma	III
779	12810	Jayawant Keroba Wadke	III
781	12813	Kalicharan Ramratan Lal Sakargayen	III
782	11372	Kamalakar Dajisahab Deshmukh	III
783	12815	Kamalakar Ganesh Tatke	II
786	12814	Kamatchand Jain	III
789	12818	Krishna Vishnupant Naik	III
792	12819	Kundanlal Ja n	II
794	13310	Laxmichand Kasiwal	III

Roll No	Enrolment Number	N A M E	Division
Holkar College, Indore (Concl'd)			
75	12911	(Miss) Lilawati Vyas	III
76	12821	Madhav Narayan Shingal	II
798	12823	Madhuker Pandurang Wagle	III
799	11383	Madhusudhan Damodar Kirtane	III
800	12824	Mahboob ur-Rahman Khan	III
801	9570	Mannoo Lal Sharma	III
806	12831	Mohammad Mustafa Khan	III
807	12832	Nandlal Kashiwal	III
809	11405	Narayan Wasudeo Dhodapkar	III
813	11410	Prabhakar Govind Joshi	III
814	12836	Premchand Motilal Jain	II
815	9581	Purushottam Das Mahajan	III
816	12837	Raghunath Vishnupant Tillo	III
820	11418	Ramchandra Shankarrao Vengurlekar	III
824	12843	Ranganath Narayan Karkare	III
86	12845	Ratanlal Jain	III
827	12847	Sadashiva Malhar Vaidya	II
828	12846	Sadashiv Atmaram Kellar	II
829	12848	Sawant Mal Bapna	III
832	12910	(Miss) Shanta Balkrishna Dhasid	III
833	12857	Sharadchandra Gajanan Sule	III
838	12855	Shreenivas Jhaver	II
839	12856	Shrikrishna Malgwa	II
840	7231	Shrikrishna Mahadev Kutkar	III
842	12857	Shyam Sundar Ramkrishnaji Vyas	II
843	12858	Siddhanath Tiwari	III
844	13848	(Miss) Sonu Deshpande	III
845	12859	Sumer Singh Sur Singh Tiwar	III
846	12860	Surajmal Javer	III
848	12916	Trimbal Ganesh Khanwalkar	III
849	12862	Trimbal Sadashiv Karkar	III
850	12863	Uttamchand Jain	III
852	12865	Vasant Sadashiv Barve	II
853	12866	Vishnu Ganesh Vishwarup	III
854	9476	Vishnu Manikrao Deshmullh	III
856	12868	Waman Bijirao Bangali	III

Roll No.	Enrolment Number	Name	Class
Maharaja's College Jaipur			
800	1-432	Ambikesh Sharma	II
801	12433	Ambikeshwar Sharma	II
802	1-434	Anand Lal Mathur	III
804	12437	Azeemuddin Khan	III
870	1-441	Bhura Mal Sharma	III
811	12445	Bikram Parkash	II
814	11163	Bihweshwar Nath Gupta	III
81	12446	Brij Behari Lal Saxena	III
87	1-447	Brij Mohan Parohit	III
870	11168	Chand Mal Jain	III
881	1-450	Dhyan Pal Singh	II
884	12411	Girwar Dan Singh	III
885	12470	(Miss) Gladys M. Singh	III
886	11175	Gohind Sahai Parohit	III
887	11176	Gopi Chand	III
882	12471	(Miss) Indira Kumari Mathur	III
88	1-458	Jai Narain Tewari	III
888	12462	Karoor Chandra	III
889	12474	Mukat Behari Lal Sharma	III
810	12475	Mushtaq Ali	II
811	11202	Narain Prasad Bhargava	III
813	12476	Naval Kishore Bhatia	III
81	12477	Nitva Nand Dixit	III
817	12479	Parameshwar Datta Mathur	II
810	12481	Pravag Rai Mathur	II
820	11207	Prem Kishore Sharma	III
821	1-483	Qazi Habib Ahmed Siddiqi	III
825	1-481	Ram Roop Saxena	III
827	1-482	Rang Behari Lal Mathur	III
828	12425	Ranjeet Singh Bhandari	III
829	12424	Rashid Uddin Ahmad Khan	II
82	12426	Romendra Kumar Chakravarty	III
82	8790	Saavid Stabbeer Husa n Taqui	III
827	1-489	Sarnam Singh Sharma	I
835	11-18	Sharma C	III
839	1-500	Sheo N	III

Roll No	Enrolment Number	N A M E	Division
Maharaja's College, Jaipur (Concl'd)			
940	13843	Sher Singh	II
941	12501	Shri Krishna Binjaraj Purohit	II
942	11275	Shyam Lal Gaur Brahman	III
949	11232	Syed Zahir Hussain Zaidi	III
Jaswant College Jodhpur			
951	12390	Abdul Hamid Khan	III
952	10863	Amar Datta Vyas	III
954	12392	Bal Krishna Bohra	III
955	12393	Balwant Singh Parmar	III
956	12394	Bhag Chandra Bhandari	III
959	12397	Chand Mal Lodha	II
960	12398	Dau Lal Upadhyay	II
961	12400	Doonger Das Chhagani	III
962	12401	Ganesh Prasad Sharma	II
963	12402	Gauri Vallabh Purohit	II
964	12403	Gopal Lal Mathur	III
965	10869	Gopi Nath Purohit	III
966	12404	Harak Lal Sharma	III
967	12405	Harish Chandra Mangal	II
968	12406	Hari Singh Bhati	III
969	12407	Jagdish Chandra P Acharya	II
970	12408	Jaithu Singh Jodha	III
972	10879	Madho Singh Champawat	III
975	12413	Mukut Behari Lal H Singh	II
976	12414	Nem Raj Bhansali	III
977	12415	Pane Singh Rathore	III
679	12411	(Miss) Rajeshwari Devi	II
981	12419	Raj Narain Sharma	II
982	12420	Ram Prasad Vyas	III
983	12421	Sayar Chand Jain	III
984	12422	Sheo Raj Muta	II
985	12423	Sheo Raj Purohit	III
986	12424	Shiv Ram Joshi	III
987	10874	Shyam Das Bohra	III
988	10895	Sukh Raj Mehta	III
989	12425	Udai Singh Charan	II
990	12426	Udai Singh Chohan	II
992	12428	Ukh Chandra Jain	---

Roll No	Enrolment Number	N A M E	Division
<b>Meerut College Meerut</b>			
996	13425	Amar Nath Johri	II
997	13426	Anand Prakash	III
998	13429	Anup Singh	II
1000	13431	Au'af Rasul	II
1002	13433	Balb r Singh Shrawat	III
1004	13435	Basheshar Nath Maratha	III
1005	13799	Baso Ram Sangal	III
1007	11597	Bhuwan Chandra Pande	II
1008	13437	Birendra Singh Sirol i	III
1012	13441	Bishwa Nath Sharma	III
1013	13442	Brij Mohan Lal	III
1017	13446	Deo Brat	III
1018	13447	Deo Raj	III
1019	13448	Devendra Chandra Goel	III
1020	11613	Dhaneshwar Dayal Rajbansl i	III
1022	13450	Digamber Prasad Jain	II
1023	13451	Dip Cl and Agarwala	III
1024	13452	Dwarka Nath Jeswal	III
1025	10418	Farzand Ali Khan	III
1026	13454	Fatah Singh	III
1027	13455	Gajendra Prasad	III
1030	13457	Gladwin Norr son Massey	III
1031	13458	Gopal Narayan Bhargava	III
1032	13459	Gyanendra Mohan Sinha	III
1034	13461	Hardam Singh	II
1036	11632	Har i Shankar Gupta	II
1037	13462	Harish Chandra Pande	III
1040	13466	Harpal Singh	III
1042	13469	H Razaul Haq Siddiqi	III
1045	13472	Jagd sh Prasad Gupta	III
1046	13475	Jagdish Prasad Gupta	III
1047	13474	Jagdish Sharan	III
1048	13475	Jagdishwar Nath	III
1050	13477	Jagraj Bihari Lal	III
1052	13478	Jai Narain	III
1053	13479	Jain ti Prasad Jain	II

Roll No	Enrolment Number	N A M E	D ivision
<b>Maharaja's College, Jaipur (Concld)</b>			
940	13843	Sher Singh	II
941	12301	Shri Krishna Binjaraj Purohit	II
942	11275	Shyam Lal Gaur Brahman	III
949	11232	Syed Zahir Hussain Zaidi	III
<b>Jaswant College, Jodhpur</b>			
951	12390	Abdul Hamid Khan	III
952	10863	Amar Datta Vyas	III
954	12392	Bal Krishna Bohra	III
955	12393	Balwant Singh Parmar	III
956	12394	Bhag Chandra Bhandari	III
959	12397	Chand Mal Lodha	II
960	12398	Dau Lal Upadhyia	II
961	12400	Doonger Das Chhagani	III
962	12401	Ganesh Prasad Sharma	II
963	12402	Gauri Vallabh Purohit	II
964	12403	Gopal Lal Mathur	III
965	10869	Gopi Nath Purohit	III
966	12404	Harak Lal Sharma	III
967	12405	Harish Chandra Mangal	II
968	12406	Harj Singh Bhati	III
969	12407	Jagdish Chandra P Acharya	II
970	12408	Jaithu Singh Jodha	III
972	10879	Madho Singh Champawat	III
975	12413	Mukut Behari Lal H Sanghi	II
976	12414	Nem Raj Bhansali	III
977	12415	Pane Singh Ratl ore	III
679	12411	(Miss) Rajeshwari Devi	II
981	12419	Raj Narain Sharma	II
982	12420	Ram Prasad Vyas	III
983	12421	Sayar Chand Jain	III
984	12422	Sheo Raj Muta	II
985	12423	Sheo Raj Purohit	III
986	12424	Shiv Ram Joshi	III
987	10874	Shyam Das Bohra	III
988	10895	Sukh Raj Melita	III
989	12425	Udai Singh Charan	II
990	12426	Udai Singh Chohan	II
992	12428	Ukh Chandra Jain	II



Roll No	Enrolment Number	N A M E	Division
Meerut College Meerut			
996	13425	Amar Nath Johri	II
997	13426	Anand Prakash	III
998	13429	Anup Singh	II
1000	13431	Au'af Rasul	II
1002	13433	Balbir Singh Shrawat	III
1004	13435	Basheshar Nath Marathi a	III
1005	13799	Baso Ram Sangal	III
1007	11597	Bhuwan Chandra Pande	II
1008	13437	Birendra Singh Sirohi	III
1012	13441	Bishwa Nath Sharma	III
1013	13442	Brij Mohan Lal	III
1017	13446	Deo Brat	III
1018	13447	Deo Raj	III
1019	13448	Devendra Chandra Goel	III
1020	11613	Dhaneshwar Dayal Rajbanshi	III
1022	13450	Digamber Prasad Jain	II
1023	13451	Dip Chand Agarwala	III
1024	13452	Dwarka Nath Jeswal	III
1025	10418	Farzand Ali Khan	III
1026	13454	Fatah Singh	III
1027	13455	Gajendra Prasad	III
1030	13457	Gladwin Norrison Massey	III
1031	13458	Gopal Narayan Bhargava	III
1032	13459	Gyanendra Mohan Sinha	III
1034	13461	Hardam Singh	II
1036	11632	Harī Shankar Gupta	II
1037	13462	Harish Chandra Pande	III
1040	13466	Harpal Singh	III
1042	13469	H. Razaul Haq Siddiqi	III
1045	13472	Jagdish Prasad Gupta	III
1046	13473	Jagdish Prashad Gupta	III
1047	13474	Jagdish Sharan	III
1048	13475	Jagdishwar Nath	III
1050	13477	Jagraj Bihari Lal	III
1052	13478	Jai Narain	III
1053	13479	Jainti Prasad Jain	II

Roll No.	Enrolment Number	N A M E	Division
Meerut College, Meerut (Contd.)			
1055	13481	Janendra Prasad	III
106	13482	Jawahar Singh	III
1057	13483	Joginder Singh	III
1058	13484	Joti Parshad Goyal	III
1060	13486	Kameshwar Nath Sangal	III
1061	13487	Kanti Chandra Garg	II
1062	13488	Kanti Swarup	III
1063	13490	Kashu Nath Misra	III
1064	13491	Kedar Nath	III
1065	13492	Khacherni Mal	II
1067	13494	Kishan Chandra	III
1068	13495	Krishna Behari	III
1071	13498	Lalita Prasad Sundriyal	III
1072	13499	Mahabir Prasad Jain	II
1073	13708	Mahabir Singh	III
1074	13500	Mahesh Pratap Singh	II
1076	11674	Masud Ali Khan	III
1078	11675	Mazhar Husain	III
1079	13509	Md. Safiul Haq Haqqi	III
1080	13504	Mithan Lal Pande	III
1081	13505	M. K. Anand	III
1085	13511	Mohammad Mustafa	II
1084	13510	Mohammad Zakiaullah	III
1085	13503	Mool Chand	III
1087	13517	Muhammad Abul Haque Haqqi	III
1088	11680	Muhammad Kazi	III
1090	13519	Muhammed Swaleh	III
1092	13514	Murad Ali Agarwal	III
1093	13520	Mushtaq Ahmad Ansari	III
1094	13521	Naren Prasad Jain	III
1095	13522	Naresh Chandra Gupta	III
1097	11680	Om Prakash (Prinus)	II
1101	13529	Parvatma Sharan (Secundus)	III
1101	13531	Parameshwar Sarup Mathur	III
1102	13532	Paramlax Sharan Rastogi	III

Roll No	Enrolment Number	N A M E	
Meerut College Meerut (Contd)			
1106	13534	Prem Prakash Govil	II
1107	13535	Raghuuandan Swarup Mathur	II
1110	13539	Rajendra Singh	II
1112	13537	Raj Kishore Kakkar	I
1113	13541	Rama Nand Agarwala	I
1114	13542	Ram Charan Singh	II
1116	13544	Rame h Mohan	I
1117	13545	Rame hwar Dayal Govila	II
1118	13546	Rameshwar Prasad (Primus)	I
1119	13547	Rame hwar Prasad (Secun lu)	II
1120	13548	Rame hwar Prasad Agarwal	I
1122	13551	Ran Bahadur Mathur	II
1123	11724	Ratan Lal Bansal	II
1129	13556	Sangat Singh	I
1130	13557	Sansari Lal Gupta	II
1131	13558	Sardar Singh Verma	I
1132	11735	Shanti Chandra Sharma	II
1133	13560	Shyam Sunder Lal Mahesh	II
1134	13561	Shiva Gir	I
1135	13563	Shiva Prasad Sharma	II
1136	13564	Shiva Raj Singh	II
1137	13565	Shiva Shanker Singh	I
1138	13567	Shiv Mangal	II
1139	13566	Shri Niwas Tiwari	II
1141	13567	Sita Ram Sharma	I
1143	13568	Sukh Bir Singh Mahle	II
1144	13569	Sumat Prasad Sangal	II
1145	7773	Sushil Chandra Sinha	I
1146	13571	Sutinder Kumar Jain	II
1147	13579	Tirath Prakash	II
1150	11761	Trilok Chandra	II
1152	13583	Udai Singh Saini	I
1153	13584	Udho Sharma	I
1154	11764	Ved Prakash	I
1156	13586	Vijay Raj Chatterji	I
1157	13587	Yashpal Singh	II

Roll No	Enrolment Number	NAME.	Division
<b>EX STUDENTS</b>			
<b>Agra College, Agra</b>			
1160	11796	Chandra Kiran Gupta	III
1170	9870	Kaushal Kishor Sharma	III
1175	11904	Prem Narain Misra	III
1177	11909	Raghunath Prasad	III
1179	2659	Rajendra Shankar	III
1180	9928	Ramanuj Garg	III
<b>St John's College, Agra</b>			
1188	11118	Mobashir Ali Siddiqui	III
1191	11501	Suraj Singh Kattha	III
1192	10/80	Syed Ghulam Raza Zaidi	III
<b>Government College Ajmer</b>			
1202	11325	Shiva Charan Das Kapur	III
<b>Bareilly College, Bareilly.</b>			
1206	6148	Ashraf Husain Hashmi	III
1211	9034	Hriday Manohar	III
1214	9044	Jagdish Saran Sharma	III
1218	10004	Lakshman Saroop Saxena	III
<b>Dungar College, Bikaner</b>			
1235	11552	Raghunath Singh Yadava	III
<b>Christ Church College Cawnpore</b>			
1237	11244	Durga Das Sen	III
1243	9702	Sayed Mohd Ali Azhar Siddiqui	III
1245	11274	Sri Ram	III
<b>D A V College, Cawnpore</b>			
1247	11016	Chandrika Prasad Nigam	III
1251	11557	Jagdamba Pershad Verma	III
1253	11033	Kameshwar Dayal Srivastava	III
1256	8750	Pyare Lal Gupta	III
1259	8760	Rama Kishor Srivastava	III
1264	7867	Sultan Bahadur Ladley	III
1265	8074	Surendra Singh	III
1266	10615	Yadunath Singh	III

Roll No	Enrolment Number	N A M E	Division
<b>S D College, Cawnpore</b>			
1268	9029	Gokul Narain Khanna ..	III
1271	12163	Lakshmidhar Audichya	II
1272	10808	Lalit Mohan Joshi	III
1273	12259	Lallu Ram	III
1276	10809	Nitai Charan Das	III
1277	7997	Raghunandan Prasad	III
1278	12173	Ram Narayan Agarwala	III
1280	10844	Shankar Narayan Pandey	II
128	12177	Shiva Narain Mishra	III
<b>Victoria College, Gwalior</b>			
1290	8240	Govind Vyankat Rao Georaiakar	II
1292	9333	Laxmi Narain Srivastava	III
1295	9453	Moti Lal Dube ..	III
<b>Indore Christian College Indore</b>			
1312	8480	Gauri Shanker Jha	III
1314	10206	Gopal Sakharam Padalkar ..	III
1315	7368	Kenneth B Vincent Masih	III
1316	8599	Laxman Lalji Dhanokar	III
1320	11125	Nelson William Abraham	III
1324	10235	Ratanlal Shah	III
1327	11139	Sheikh Nazar Mohammed .	III
1328	10246	Soloman Lala Rao	III
1330	11147	Sumat Chand Sodhia	III
1335	11152	Vishnu Raghunath Vaishampayan	III
<b>Holkar College, Indore</b>			
1337	11357	Durga Prasad Pathak	III
1339	9560	Guru Prasad Onkar Bux Shrivastava	III
1352	11433	Syed Mohammed Husain Zaidi	III
1355	9598	Vasant Shrinivas Dravid	III
<b>Maharaja s College, Jaipur</b>			
1358	8896	Bhagwan Pratap Sharma .. ..	III

Roll No	Enrolment Number	N A M E .	Division
<b>EX STUDENTS</b>			
<b>Agra College, Agra</b>			
1160	11,96	Chandra Kiran Gupta	III
1170	9870	Kaushal Kishor Sharma	III
1175	11904	Prem Narain Misra	III
1177	11909	Raghunath Prasad	III
1179	6 0	Rajendra Shankar	III
1180	09 8	Ramanuj Garg	III
<b>St John's College, Agra</b>			
1188	11118	Mobashir Ali Siddiqui	III
1191	11501	Suraj Singh Katihia	III
1192	10,80	Syed Ghulam Raza Zaidi	III
<b>Government College Ajmer</b>			
1202	11325	Shiva Charan Das Kapur	III
<b>Bareilly College, Bareilly.</b>			
1206	6148	Ashraf Husain Hashmi	III
1211	9034	Hirday Manohar	III
1214	9044	Jagdish Saran Sharma	III
1218	10004	Lakshman Saroop Saxena	III
<b>Dungar College, Bikaner</b>			
1235	11 57	Raghunath Singh Yadava	III
<b>Christ Church College Cawnpore</b>			
1237	11244	Durga Das Sen	III
1243	0707	Sayed Mohd Ali Azhar Siddiqui	III
1245	11274	Sri Ram	III
<b>D A V College, Cawnpore</b>			
1247	11016	Chandrika Prasad Nigam	III
1251	11557	Jagdamba I ershad Verma	III
1253	11033	Kameshwar Dayal Srivastava	III
1256	87 0	Pyare Lal Gupta	III
1259	8760	Rama Kishor Srivastava	III
1264	7867	Sultan Bahadur Ladley	III
1265	8074	Surendra Singh	III
1266	10615	Yajunath Singh	III

Roll No	Enrolment Number	NAME	Division
<b>S D College Cawnpore</b>			
1268	9029	Gokul Narain Khanna	III
1271	12163	Lakshmidhar Audichya	II
1272	10808	Lalit Mohan Joshi	III
1273	12259	Lallu Ram	III
1276	10809	Nitai Charan Das	III
1277	7097	Raghunandan Prasad	III
1278	12173	Ram Narayan Agarwala	III
1280	10844	Shankar Narayan Pandey	II
1282	12177	Shiva Narain Mishra	III

**Victoria College, Gwalior**

1290	8240	Govind Vyankat Rao Georaiakar	II
1292	9333	Laxmi Narain Srivastava	III
1295	9453	Moti Lal Dube	III

**Indore Christian College, Indore**

1312	8480	Gauri Shanker Jha	III
1314	10206	Gopal Sakhararam Padalkar	III
1315	7368	Kenneth B Vincent Masih	III
1316	8599	Laxman Lalji Dhanokar	III
1320	11125	Nelson William Abraham	III
1324	10235	Ratanlal Shah	III
1327	11139	Sheikh Nazar Mohammed	III
1328	10246	Soloman Lala Rao	III
1330	11147	Sumat Chand Sodhia	III
1335	11152	Vishnu Raghunath Vaishampayan	III

**Holkar College, Indore**

1337	11357	Durga Prasad Pathak	III
1339	9560	Guru Prasad Onkar Bux Shrivastava	III
1352	11433	Syed Mohammed Husain Zaidi	III
1355	9598	Vasant Shrinivas Dravid	III

**Maharaja's College, Jaipur**

1358	8896	Bhagwan Pratap Sharma	III
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Roll No	Enrolment Number	NAME	Division
<b>Jaswant College, Jodhpur</b>			
1370	10870	Girdhar Lal Vyas	III
1373	10878	Madhav Balkrishna Golwalkar	II
1377	9533	Sidh Roop Rai	III
1378	9364	Singhvi Takhat Raj	III
<b>Meerut College Meerut</b>			
1379	11575	Ali Manzer Zaidi	III
1380	11600	Brij Mohan Lal	III
1401	11645	Jagdish Prasad Sharma	III
1403	11653	Jyoti Prasad Maheshwari	II
1408	11673	Mangal Lal Jain	II
1409	11679	Mohammad Yamin	III
1411	11681	Mohammad Yusuf Khan	III
1413	9214	Narendra Krishna	III
1416	11692	Om Prakash Bharadwaj	III
1418	11696	Om Prakash Varma	III
1419	11697	Padam Singh Verma	III
1420	11699	Parimal Bikash Mouluk	III
1423	10504	Ram Prakash	III
1429	10531	Sohan Lal Vidyarthi	III
1430	10528	Sunil Kumar Chattopadhyaya	III
1431	9283	Tawakkul Husain Ansari	III
<b>TEACHERS</b>			
1434	T383	Baij Nath Panle	Teacher Agra III
1435	T384	Balwant Singh	Udaipur III
1437	T386	Bhagwat Prasad Elhance	Muttra III
1439	T388	Bishwanath Prasad	Mussoorie III
1444	T3813	Emmanuel Patrick Zachariah	Dehradun III
1447	T3816	Hari Narayan Chaturvedi	Lashkar III
1449	T3818	Ishwari Prasad	Patanah (Muttra) III
1450	T3819	Jagdishwar Varshney	Aligarh III
1463	T3837	Raj Narain Sharma	Muttra III
1469	T3838	Sah Gaur Sarap Gupta	Muttra III
1473	T3847	Sita Masih Sagar	Muttra III
1474	T3843	Sudershan Lal Jain	Ferozabad III



Roll No	Enrolment or Reference Number	N A M E	PLACE WHERE SERVING	Division
1478	T3847	Vidya Bhushan	Teacher Allahabad	III
1480	T3849	Wahid Ullah Khan	Pahasu	III
1482	T3851	Bhanwar Lal Maheshwari	Beaver	III
1488	T3857	Mohan Lal Prohit	Bikaner	III
1492	T3861	Pratap Chand Bhura	Deshnoke	III
1494	T3863	Syed Abdur Rabb	Kotah	II
1500	T3869	Bhola Dat Pant	Ujhani	III
1512	T3881	Om Prakash Padha	Sahaswan	III
1515	T3884	Sheo Dat Pant	Almora	III
1516	T3885	Abdul Majeed	Cawnpore	II
1519	T3888	Bhagirath Tripathi	Lucknow	III
1520	T3889	Brahma Saran	Erawah	III
1522	T3891	Chaudhry Sukhdeo Prasad	Ghazipur	III
1523	T3892	Daya Krishna	Sultanpur	III
1525	T3894	Dronacharya Sharma	" Cawnpore	II
1527	T3896	Jagdamba Prasad Johri	Cawnpore	III
1528	T3897	Jaggiwan Pande	Rajapur	III
1529	T3898	Kapildeo Rai	" Sultanpur	III
1530	T3899	Madho Prasad Vahshat	Cawnpore	II
1536	T38105	Rama Shanker Tripathi	Rajgarh	III
1539	T38108	Ram Singhasan Pande	" Sarra	III
1540	T38109	Ram Swaroop Maiwal	Nagod	III
1544	T38113	Bal Makund Srivastava	Rae Bareilly	III
1549	T38118	Kamta Prasad Dikshit	Bhagwant nagar	III
1551	T38120	Krishna Prasad Vaish	Allahabad	III
1558	T38127	Ram Murti Mehrotra	Lucknow	III
1570	T38139	Kanhaya Lal Dikshit	Mayhauri Raj	III
1571	T38140	Lakshman Prasad Upadhyaya	Akbarpur	III
1575	T38144	Sayed Mohammad Vasi	" Azamgarh	II
1576	T38145	Sayed Shabbir Hasan	" Gorakhpur	II
1583	T38152	Chhotey Lal	Lalitpur	III
1588	T38157	Govind Sada hivi Lokre	" Lashkar	III
1593	T38160	Madhava Moreshwar Garde	" Lashkar	I
1599	T38168	Raghunath Lal Arora	" " Lashkar	II
1600	T38169	Rajmal Farkya	" " Basoda	

Roll No	Enrolment or Reference Number	N A M E	PLACE WHERE SERVING	Division
1604	T38173	Shiv Lal Saraswat	Teacher Lashkar	III
1605	T38174	Shree Nath Gupta	Morar	III
1608	T38177	Amar Chand Bapna	Sirohi	II
1610	T38179	Babu Lal Saxena	, Dhar	III
1614	T38183	Kashinath Shrirang Desh pande	Rampura	III
1616	T38185	Kishori Lal M Joshi	Indore	III
1618	T38187	I axmi Narayan Gupta	Mandsaur	III
1624	T38193	Narrottam Surolia	Rutlam	III
1628	T38197	Ram Sukh Saty narain Mishra	, Indore	III
1637	T38206	Bl airon Dan Khatra	Rajgarh	III
1647	T38216	Shyam Behari Lal D kshut	Mukundgarh	III
1649	T38218	Sri Dhar Sharma	Samode	III
1651	T38220	Akshya Karti Dikshit	Ladnun	III
1652	T38221	Amar Dutt Joshi	Jodhpur	III
1653	T38222	Amar Lal Vyas	Nagaur	III
1659	T38228	Shri Krishna Tak	Jodhpur	III
1665	T38234	Bashir Muhammad	Saharanpur	II
1668	T38237	Chiranjy Singh	Bijnor	II
1669	T38238	Devi Prakash Gupta	Dehradun	III
1672	T38241	Indra Chandra Metaul	Bijnor	II
1684	T382 3	Roop Nara n Tandan	, Meerut	III
1690	T38259	Suraj Parkash	Hanuman garh	III

## INSPECTORS

1692	I381	Nathu Mal	Agra	III
1695	I384	Nandlal Vias	Jaisalmer	III

## WOMEN CANDIDATES

1696	W381	(Miss) Dayal Dei	Agra	II
1698	W383	(Miss) Elsie Muriel Gordon	Ghaziabad	III
1699	W384	(Miss) Radharani Chucker butty	Dehradun	II
1700	W385	(Miss) Shilawati	Agra	II
1702	W387	(Mrs) Joceline Walters	Ajmer	III
1703	W388	(Miss) Evelyn Margaret Wool	Nainital	II

Roll No	Enrolment Number	NAME				Division
1704	W389	(Mrs) Sarojini Joshi	Hemlata	Almora		III
1705	W3810	(Miss) Sushila Shukla		Lakhimpur		II
1710	W3815	(Miss) Ruth Dial	Pushpavati	Cawnpore		III
1713	W3818	(Miss) Suhla Mathur		Dehra Dun		III
1714	W3819	(Miss) Nazakat Fatima		Allahabad		III
1718	W3823	(Miss) Gayatri Devi	Singhal	Indore		III
1721	W386	(Miss) Indumati Dalvi	Dattaram	Jaipur		III
1722	W3827	(Miss) Kamla Gupta		Kotah		II
1723	W3828	(Mrs) K. N. Ahmad Khanum	(Kubra)	Tonk		III
1724	W3829	(Mrs) Kamla Devi		Jodhpur		III

## COMPARTMENTAL CANDIDATES

## Agra College Agra

1729	11830	Kishan Singh Verma				P
1730	11847	Opendra Nath Chaturvedi				P

## St John's College Agra

1731	11478	Ghaffar Ahmad Salahuddin Yusuf				P
1732	10761	Md. Ahmad Said				P
1733	11495	Rashid Uddin				P

## Govt College Ajmer

1734	11298	Bal Mukand Jhanwar				P
1735	11306	Kesri Mal Bejawat				P
1736	9648	Krishna Singh Verma				P
1738	9657	Savitri Prasad Joshi				P

## Bareilly College Bareilly

1740	9016	Ajudhya Pershad Jauhari				P
1743	12079	Jagdish Swarup Sharma				P
1744	10095	Leela Nand Upreti				P
1750	12141	Zahid Husain				P

## Dungar College Bikaner

1751	9348	Jugminder Lal Mithal				P
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Roll No	Enrolment Number	N A M E	D vis on
<b>Christ Church College, Cawnpore</b>			
1756	11267	Ram Narayan Pathak	P
<b>D A V College Cawnpore</b>			
1757	11009	Bharat Singh Yadav	P
1758	11242	Bisun Narain Srivastava	P
1759	11934	Deo Narain Dubey	P
1760	11028	Jagdish Narain Tiwari	P
1762	8731	Kailash Varma	P
1763	11252	Khwaja Wahab Uddin	P
1765	11036	Kr Surya Prasad	P
1766	10595	Muhammad Qamer Uddin Siddiqui	P
1767	11044	Nathoo Lal Varma	P
1768	8756	Raj Narain Divedi	P
1769	11947	Satish Chandra Nigam	P
1770	11075	Uma Shanker Tripathy	P
1771	11992	Vishnu Shankar Misra	P
<b>S D College Cawnpore</b>			
1774	12146	Badri Prasad Gupta	P
1775	12147	Banarsi Das Singhal	P
1776	12151	Bishambher Nath Srivastava	P
1777	5825	Ganga Prasad Agnihotri	P
1778	10334	Girish Chandra Tiwari	P
1780	11556	Manmohan Lal Jagannath Sharma	P
1781	12165	Raja Ram Singh Chandel	P
1782	12169	Rajendra Kumar Upadhyaya	P
1783	12172	Ram Narain Gupta	P
<b>St Andrew's College Gorakhpur</b>			
1785	10001	Diagwan Dube	P
1786	12007	Muhammad Ausaf Husain	P

Roll No	Enrolment Number	NAME	Division
<b>Indore Christian College Indore</b>			
1789	11348	Balwant Rao Gopal Rao Deshmukh	P
1790	11110	Deen Dayal Dashotter	P
1791	10200	Gajraj S ngh Kothari	P
1792	11362	Gaya Prasad Sahu	P
1794	11133	Ranjeet S ngh Kothari	P
1795	8614	Rishabdas Damaji Sarode	P
1796	11426	Sharad Chandra Upadhyay	P
1798	11149	Ukha Martand Lokhande	P
<b>Holkar College Indore</b>			
1799	9632	Ahdul Haque Osmani	P
1800	11346	Akshaya Kumar Ja n	P
1802	9553	Dina Nath Chaturvedi	P
1803	11413	Purshottam Vishnu Kshirsagar	P
1806	11417	Ram Chandra Sadashiva Machalpurkar	P
1807	11430	Suraj Karan Kothari	P
1808	11432	Syed Irsad Ali	P
1809	11437	Vishwanath Rangnath Datey	P
<b>Maharaja s College, Jaipur</b>			
1810	11167	Budh Mal	P
1812	11198	Mohd Masood Ahmad Qureshi	P
<b>Jaswant College, Jodhpur</b>			
1814	10876	Laxman Dass Purohit	P
1815	9313	Madan Lal Vyas	P
<b>Meerut College Meerut</b>			
1817	12264	Akhlaq Rasul S dd qi	P
1818	7663	Gajram S ngh	P
1819	11663	Krishna Swarup Sharma	P
1820	11677	Mohammad Sultan	P
1821	11682	Mujeeb ul Az z	P

Roll No.	Enrolment Number	NAME.		Division
TEACHER, COMPARTMENTAL CANDIDATES				
1825	T38262	Vishnu Deva Pandeya	Teacher, Agra	P
1828	T38263	Shiv Narain Singh Negi	„ Dehradun	P
1829	T38266	Kalka Prasad Shrivastava	„ Gwalior	P
1831	T38268	Surendra Nath	„ Bhilsa	P
1833	T38270	Purushottam Gopal Joshi	„ Indore	P
1834	T38271	Purushottam Singh Chauhan	„ Rajgarh (C.I.)	P
1835	T38272	Sayed Mahboob Ali	„ Rampura	P
1840	T38277	Mohammad Ishaq	„ Kotah	P
1842	T38279	Moti Singh Shankhala	„ Suratgarh (Bikaner State)	P

## INSPECTOR COMPARTMENTAL CANDIDATE

1844	I385	Narayan Singh	Maihar	P
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## WOMAN, COMPARTMENTAL CANDIDATE

1845	W3834	(Mrs) Dayawati Saksena	Kanauj	P
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## MERIT LIST—B A EXAMINATION

202	Kishan Prasad Mathur	Government College, Ajmer	I
1593	Madhava Mureshwar Gurde	Teacher, Lashkar	I
{ 24*	Buddhi Prakash Chaturvedi	Agra College, Agra	I
{ 717*	Madhav Gajanan Buddhisagar	Christian College Indore	I
1116	Ramesh Mohan	Meerut College, Meerut	II
881	Dhyan Pal Singh	Maharaja's College Jaipur	II
{ 62*	Lakshman Singh	Agra College, Agra	II
{ 209*	Neem Ghani Khan	Government College Ajmer.	II
159	Mohd Sharif Khan	St John's College Agra.	II
{ 689*	Anant Dhyaneshwar Puranik	Christian College, Indore.	II
{ 962*	Ganesh Prasad Sharma	Jaswant College, Jodhpur	II

\* Get equal marks.

## M Sc (Final) EXAMINATION

NOTE—Names of candidates who have passed in First and Second Divisions are arranged in order of merit

Roll Number	Enrolment or Reference Number	N A M E	COLLEGE	Division
<b>MATHEMATICS</b>				
4	9486	Narayan Sinha	St John's College, Agra	I
7	10166	Ram Deva Narain	Bareilly College, Bareilly	I
2	9948	Saran Kumar	Agra College Agra	I
5	10157	Deoki Nandan	Bareilly College Bareilly	I
6	10162	Pratap Narain	do	II
1	9872	Kailash Narain Mehra	Agra College Agra	II
3	10705	Jagdish Chandra Chaturvedi	St John's College Agra	II
9	7803	Sri Krishna Agarwal	Christ Church College Cawnpore	III
<b>PHYSICS</b>				
13	10663	Satya Prakash Bhatnagar	Agra College, Agra	I
14	9972	Vishnu Prasad Poddar	do	I
10	9854	Ikkal Narayan Shivapuri	do	II
<b>TEACHER</b>				
15	T38,86	Bishen Gopal Kacker	Teacher Cawnpore	II
<b>CHEMISTRY</b>				
19	10453	Kesho Dass Jain	Agra College Agra	II
28	9489	Purshottam Vithal Karambelkar	Halkar College, Indore	II
26	9479	Chandrasen Ramchandra Naik	do	II
20	9898	Manzoor Hussain Sahabzada	Agra College, Agra	II
16	7206	Deoki Nandan Jain	do	II
18	9395	Hari Krishan Sharma	do	II
17	9733	Ghanhyam Das Mital	do	II
27	6495	Mangishanker K. Vohra	Holkar College, Indore	II

Roll Number	Enrolment or Reference Number	N A M E	COLLEGE	Division
25	7185	Rameshwar Sahay Saxena	St John's College, Agra	II
23	12659	Dil Bahar Singh Jain	do	II
22	12660	Biswa Nath Banerji	do	III
24	10712	Mohammad Manzur	do	III
<b>ZOOLOGY</b>				
33	10718	Syed Mohammad Sibtain	St John's College, Agra	I
30	8579	Prakash Swaroop Mathur	Agra College, Agra	II
29	9806	Anugrah Shankar Dwivedi	do	II
32	13774	V J Mathai	do	II
31	9006	Radha Krishen Kaushik	do	II
<b>BOTANY</b>				
38	10257	Kirti Kar	Agra College, Agra	I
36	13834	Harbhajan Singh	do	II
35	9811	Babu Singh	do	II
34	9665	Alfred David	do	II
37	9483	Harī Babu Saksena	do	II
39	9897	Mohammad Ilyas Ali Khan	do	II
40	9902	Narendra Kumar Bhatnagar	do	II



## M Sc (Previous) EXAMINATION

Roll No	Enrolment or Reference number	N A M E			Passed
MATHEMATICS					
Agra College Agra					
1	11900	Krishna Swarup Sharma	---	---	P
Bareilly College Bareilly					
4	14425	Krishna Chandra Saxena	---	---	P
6	12032	Rama Kumar Gupta	---	---	P
Christ Church College Cawnpore					
11	11985	Roshan Lal Bhargava	---	---	P
12	11990	Tulsi Ram Agarwala	---	---	P
Maharaja's College Jaipur					
13	11183	Kamal Chand Jain	---	---	P
TEACHERS					
14	T38583	Charles Duncan Robertson	Teacher, Naini Tal	---	P
15	T38584	Vidyadhar Brijbasi	Goner (Jaipur)	---	P
PHYSICS					
Agra College, Agra					
16	18887	Basant Lal Jain	---	---	P
17	11807	Gur Sarup	---	---	P
18	10996	Shambhoo Dayal Choubey	---	---	P
19	11924	Surya Prakash Goyal	---	---	P
20	11925	Thakur Das Jindal	---	---	P
CHEMISTRY					
Agra College Agra					
21	10697	Abdul Ghaffar Quraishi	---	---	P
24	11892	Ghansham Das Chaturvedi	---	---	P
25	11663	Kripal Singh Varma	---	---	P
26	11333	Manohar Lal Mathur	---	---	P
27	14790	Vidya Sagar	---	---	P
St John's College, Agra					
29	15774	P I Ittyerah	---	---	P
30	11337	Prabhu Dayal Mukharya	---	---	P

Roll No	Enrolment or Reference Number	N A M E				Passed
Holkar College, Indore						
31	14664	Neni Chand Jain	-	-	---	P
ZOOLOGY.						
Agra College Agra						
33	14789	B N Chakravarti		-	-	P
34	12317	Deoki Nandan Joshi			-	P
35	14788	K. V Joseph	-	-	-	P
36	12316	Raghu Nandan Sahai				P
St John's College Agra						
37	11516	Prahlad Narain Mathur		-	---	P
38	11521	Shyam Sunder Lall		-	-	P
BOTANY						
Agra College Agra						
39	11791	Ayodhya Prasad Misra				P
40	10917	Jagdish Narain Sharma		-	---	P
41	10994	Shyam Bahadur Saxena		-	---	P

## B Sc EXAMINATION

Roll Number	Enrolment Number	N A M E	Division	Division in English
Agra College, Agra				
1	13640	Allan Nathaniel Johnson	III	
2	13638	Baboo Lal Misra	III	
7	13648	Bhagwan Swarupa Gupta	III	
10	13809	Bishambar Dayal Gupta	II	III
11	13641	Bishan Swarup	II	
12	13665	Chhail Behari Lal Bhargava	II	
13	11800	Daya Chand Pandeya	II	III
14	14786	Daya Shanker Tewari	III	III
15	13675	Devi Saran	II	
17	13670	Dwarka Prasad Tewari		
18	15325	Dwarka Prashad Varshnev	II	
20	12 84	Ganesh Datt Mishra	II	II
21	13683	Govind Kishore Saksena	III	
23	9843	Har Deo Gupta	II	III
24	13686	Har Kant Sharma	II	
25	13684	Harish Chandra Varma	II	II
28	13837	Jagdish Parshad Sharma	II	III
29	13698	Jagroop Sahai Mathur	III	III
31	11835	Kailash Bahadur Mathur	II	III
33	9878	Kalyan Lal Sharma	II	
34	13706	Kamlapat	III	
35	13702	Keshava Deo Dikshit	III	II
36	13701	Khoob Chand Bansal	II	
37	13784	Kirpa Narain Tewari	III	
40	13707	Krishna Kumar Kapoor	I	I
42	13720	Madan Singh Yadav	II	
44	13715	Mahavir Singh Varma	III	
46	13714	Md Hanif Khan	II	
49	11848	Oudh Behari Lal	II	III
52	10714	Pran Nath Takru	III	II
55	13730	Raj Gopal Krishnatray	II	III
56	13750	Rama Kant Roy	II	II
57	13748	Ram Chandra Gupta	II	
58	13751	Rameshwar Prasad Garga	II	II
60	13731	Ram Prasad Jain	II	

Roll No	Enrolment or Reference Number	N A M E	Passed
<b>Holkar College, Indore</b>			
31	14664	Neni Chand Jain	P
<b>ZOOLOGY</b>			
<b>Agra College Agra</b>			
33	14789	B N Chakravarti	P
34	12317	Deoki Nandan Joshi	P
35	14788	K V Joseph	P
36	12316	Raghu Nandan Sahai	P
<b>St John's College Agra</b>			
37	11516	Prahlad Narain Mathur	P
38	11521	Shyam Sunder Lall	P
<b>BOTANY</b>			
<b>Agra College Agra</b>			
39	11791	Ayodhya Prasad Misra	P
40	10917	Jagdish Narain Sharma	P
41	10994	Shyam Bahadur Saxena	P

## B Sc EXAMINATION

Roll Number	Enrolment Number	NAME	Division	Division in English
Agra College, Agra				
1	13640	Allan Nathaniel Johnson	III	
2	13638	Baboo Lal Misra	III	
7	13648	Bhagwan Swarupa Gupta	III	
10	13809	Bishambar Dayal Gupta	II	III
11	13641	Bishan Swarup	II	
12	13663	Chhail Behari Lal Bhargava	II	
13	11800	Daya Chand Pandeya	II	III
14	14786	Daya Shanker Tewari	III	III
15	13673	Devi Saran	II	
17	13670	Dwarka Prasad Tewari		
18	15323	Dwarka Prashad Varshney	II	
20	12 84	Ganesh Datt Mishra	II	II
21	13683	Govind Kishore Saksena	III	
23	9843	Har Deo Gupta	II	III
24	13686	Har Kant Sharma	II	
25	13684	Harish Chandra Varma	II	II
28	13837	Jagdish Parshad Sharma	II	III
29	13698	Jagroop Sahai Mathur	III	III
31	11833	Kailash Bahadur Mathur	II	III
33	9878	Kalyan Lal Sharma	II	
34	13706	Kamlapat	III	
35	13707	Keshava Deo Dikshit	III	II
36	13701	Khoob Chand Bansal	II	
37	13784	Kirpa Narain Tewari	III	
40	13707	Krishna Kumar Kapoor	I	I
47	13720	Madan Singh Yadav	II	
44	13713	Mahavir Singh Varma	III	
46	13714	Md Hanif Khan	II	
49	11848	Oudh Behari Lal	II	III
52	10714	Pran Nath Takru	III	II
53	13730	Paj Gopal Krishnatray	II	III
56	13730	Rama Kant Roy	II	II
57	13748	Ram Chandra Gupta	II	
58	13731	Rameshwar Prasad Garga	II	II
60	13731	Ram Prasad Jain	II	

Roll Number	Enrolment Number	N A M E	Division	Division in 1st yr
<b>Agra College Agra (Concl'd)</b>				
61	13742	Ram Rakshpal Singh Sharma	III	III
62	11908	Ratan Lal Dave	III	III
63	13737	Rup Kishore Sharma	II	II
64	14949	Sayid Salamat Raza Rizvi	II	
65	13763	Slanker Lal Jasoria	II	III
66	13765	Shri Ram Das Saksena	III	
67	12270	Sudhangshu Nath Chakravarti	II	III
68	13853	Suraj Pal Singh Chauhan	II	
69	13756	Surendra Kumar Das	II	III
70	13767	Uttam Lal Dave	III	III
<b>St John's College, Agra</b>				
71	12574	Abbas Ahmad	II	III
72	12575	Abdul Ghani Qurraishi	II	
73	12576	Abdul Jalil	II	
75	12578	Ali Sabir Fatmi	II	
76	12580	Brahma Swarup Kaushiva	I	II
77	12581	Coimbatore Sadashiva Kedarnath	I	III
78	12582	Devendranath Sinha	II	
79	12583	Ernest Innocent Rawson	II	
80	12584	Fakhruddin Ahmed	II	
81	12585	Gur Parshad Mehta	II	II
82	12586	Herbert Maxwell Singh	II	II
83	12587	Jairaj Singh Mathur	II	II
85	12589	Jessel David Tinku	II	II
86	12593	Muhammad Yusuf Khan	I	II
88	12598	(Miss) Rashmi Bala Pandya	II	II
89	12299	Sudhirranjan Ray Chaudhuri	II	III
90	12599	Surendra Pal Singh Chauhan	II	
91	12600	T N Krishnamurti Acharya	II	
92	12602	Waman Ramkrishna Rao Kher	II	II
<b>Government College Ajmer</b>				
93	1138	Brahma Datt Bhargava	III	
94	12762	Chitraranjan Verma	II	
96	12764	Girdhari Lal Gupta	II	
97	1265	Himmat Singh Navalakla	I	
98	12767	Ishwar Dayal Mathur	III	II

Roll Number	Enrolment Number	N A M E	Division	Division in English
<b>Government College, Ajmer (Concl'd)</b>				
100	12768	Jwala Prasad Mathur	II	
101	11331	Keshav Datt Sharma	II	III
102	12769	Kistur Chand Jhanwar	II	II
103	12770	Mahesh Chandra	II	
106	12772	Ram Krishna Anant Gogate	III	
107	12773	Ronald Aloysius Gonsalves	III	II
108	12778	Sampat Dayal Jha	II	
109	11343	S Hamiuddin Ahmed	III	
110	12779	Shive Chandra Banerji	II	
112	12776	Suraj Karan Rathie	II	
<b>Bareilly College Bareilly</b>				
116	12024	Girja Shanker Sharma	II	
117	12025	Har Narain Mehrotra	III	III
120	13000	Jugal Kishore Agarwala	II	III
122	13002	Krishna Ram Saksena	II	III
124	13004	Mahmood Ali	III	III
125	13007	Mohammad Anwar	II	
128	13010	Prem Bahadur Saxena	III	
130	13012	Rajeshwar Dayal Saxena	II	III
131	13014	Ramesh Chandra Mathur	III	III
132	10167	Ramjee Ram Agrawala	II	III
134	13016	Sugriva Sahai Bisaria	III	III
135	13017	Suresh Chandra Misra	II	II
<b>D A V College Cawnpore</b>				
136	13203	Ajit Kumar Sircar	II	
138	13205	Anand Prakash	III	
139	13206	Bhagirath Lal Srivastava	II	
140	13207	Bind Basni Prasad Khare	III	III
141	13208	Bishambhar Nath Misra	III	II
142	13209	Bishun Lal Mehrotra	II	
144	13211	Dattatraya Narayan Phadke	III	
145	13212	Daya Nand Varma	II	
147	13215	Dhirendra Mohan Banerjee	III	
149	13218	Govind Singh Kshatriya	III	III
150	13219	Indu Prakash Sharma	I	

Roll Number	Enrolment Number	N A M E	Division	Division in English
D A V College Cawnpore (Concl'd)				
151	11971	Kailash Nath Kaul	II	
152	13229	Pateshwari Prasad Mathur	III	
153	13220	Pratap Narain Dikshit	III	
155	13221	Radhika Mohan Dikshit	II	
157	13223	Raghuvansh Lal Avasthi	II	III
158	10650	Ram Krishna Kumar Bhatnagar	III	
160	13224	Ram Rekha Lal Srivastava	II	
161	13225	Sardar Ahmad Siddiqui	II	
162	13226	Shiva Prasad Dikshit	II	
163	13227	Shri Har Nath Agarwal	III	
164	10666	Sidh Nath Srivastava	III	

## Victoria College, Gwalior

166	12967	Baboo Lal Gupta	II	
168	12971	Dattatraya Mukundrao Kekre	II	
169	10983	Devendra Nath Sharma	II	III
170	13850	Devi Sahai Mathur	II	
171	12972	Govind Laxmanrao Athavale	II	
172	12974	Hari Singh Yadava	III	
173	12975	Jankilal Trivedi	II	
174	12977	Madan Mohan Lal Bohare	I	
175	10986	Mahendra Kumar Bhan	I	III
176	12978	Mahesh Prasad Saxena	II	
177	12979	Narain Swami Setty	II	
178	10988	Omkar Nath Bhargava	II	III
179	12981	Onkar Prasad Mital	III	
180	12983	Prahlado Daval Gupta	II	
181	12982	Prakash Narain Bhatnagar	II	
182	10989	Pralhadrao Krishnarao Kale	III	
183	10993	Radha Charan Sharma	II	
185	12984	Ramchandran Hari Sahasrabudhey	I	
186	12986	Shankar Hari Gawande	II	
187	12987	Shiva Sharan Dixit	II	
189	12989	Trilok Nath	II	



Roll Number	Enrolment Number	N A M E	Division	Division in English.
<b>Holkar College, Indore</b>				
191	12870	Anant Purushottam Shitoot	II	
192	11444	Chintaman Shivaram Pandit	III	III
193	12873	Dattatray Bhikaji Barve	III	
194	12874	Dattatraya Raghunath Muley	III	III
195	12919	(Miss) Dhun K. Boga	III	
196	9606	Dinkar Kesheo Kekre	II	III
198	12876	Felice George Pinto	II	II
199	12878	Gangadhar Krishna Agashe	II	
200	12877	Gokulprasad Nigam	II	II
201	12879	Hiralal Upadhyaya	II	
202	12880	Jeewan Singh Mehta	III	
204	11449	Madhav Rajaram Patkar	II	
205	11450	Mangilal Srivastava	III	
206	12882	Manmohanlal Gupta	I	
207	12883	Murarilal Gupta	II	
208	12884	Narayan Krishnarao Shiralkar	-	II
209	12885	Narayan Yashwant Mudre	II	
211	11454	Pandurang Vishwanath Pinpalwadkar	II	III
212	11457	Prabhakar Govind Dateer	III	
213	9616	Prabhakar Tukaram Samant	II	III
214	11453	Purshottam Ramchandra Dhodapkar	III	
215	12888	Purushottam Atmaram Mooley	II	III
216	12889	Rajkumar Jain	II	
219	12892	Shankarlal Nathulal Joshi	I	III
220	12918	(Miss) Shanta Laxman Sovani	III	
221	12893	Shreedhar Govind Ghate	I	II
222	12894	Shridhar Govind Harmalker	III	III
223	11464	Shrikrishna Shankar Tare	II	III
224	12896	Vishwanath Shanker Dhande	II	
225	12897	Waman Manohar Borgaonkar	II	
<b>Maharaja's College Jaipur</b>				
226	12436	Autar Narain Mathur	II	
228	12464	Laxman Singh Tomar	II	
229	12465	Madan Lal Mathur	III	
231	12485	Ram Mal Totuka	-	III
232	12502	Shyam Narain Mathur	II	

Roll Number	Enrolment Number	NAME.	Division	Division in English
<b>Meerut College Meerut</b>				
224	13589	Anil Kumar Ray	III	
235	13590	Babu Ram Sangal	III	
236	11585	Bal Krishna	III	
238	13597	Brahma Nand Garg	III	
239	13593	Brij Mohan Saran Agarwala	II	
240	13594	Chiranjit Lal Gupta	III	
241	13595	Dau Dayal Gupta	III	
242	13596	Din Dayal	III	
244	13598	Gyan Chand	III	
246	13599	Harish Chandra Tayal	II	
247	13600	Jyoti Prakash	II	
248	13601	Kishan Lal Gupta	II	
250	13604	Mahavir Prasad	I	
252	13606	Maher Chand Jain	III	
253	13607	Mohit Kumar Nag	II	
254	13608	Murli Dhar Baurai	III	
257	13613	Sailendra Narayan Roy	II	
258	13615	Sajid Shamim Ahmad	II	
260	13617	Zaheer Ahmad Khan	III	
<b>EX STUDENTS</b>				
<b>Agra College Agra</b>				
267	9869	Kedar Nath Vaish	III	III
263	11837	Kitori Lal Chaturvedi	III	III
267	9982	Ram Krishna Sharma	II	
<b>D A V College Cawnpore</b>				
273	10647	Indrajit Singh Chitranshi	III	
<b>Victoria College Gwalior</b>				
274	1099	Balkrishna Narayan Joshi	II	
275	9480	Gopi Krishna Kataray	III	
<b>Maharaja's College Jaipur</b>				
281	3980	Sajid Riaz Ahmad	II	
<b>Meerut College Meerut.</b>				
284	9155	Debi Chand Vaish	III	

Roll Number	Enrolment Number	N A M E	Division	Division in English
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## COMPARTMENTAL CANDIDATES

## Agra College, Agra

288	11826	Kaushaladhish Prasad Sarbhai	..	P	II
289	9889	Mohan Lall Kapoor		P	
290	11907	Prakash Chand Agarwal		P	
291	10794	Satyendra Kumar Athayia		P	II

## D A V College, Cawnpore

294	11969	Harish Chandra Sinha		P	
296	10644	Jai Prakash		P	
297	8793	Oudh Bihari Saran Tandon		P	

## Victoria College, Gwalior

298	10999	(Mrs) Shakuntala O Wankhade		P	
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## Holkar College, Indore

299	11461	Shanti Lal R. Trivedi		P	
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## Maharaja's College, Jaipur

300	9770	Prakash Narain	..	P	
301	11222	Shive Narain Bhatnager	..	P	
302	9706	Suraj Mal Jain		P	

## Meerut College, Meerut

303	11657	Kameshwar Dayal		P	
304	10521	Roop Narain Seth		P	

## MERIT LIST—B Sc EXAMINATION

221	Shreedhar Govind Ghate	Holkar College Indore	I
76	Brahma Swarup Kaushiva	St John's College Agra	I
84	Mohammad Yusuf Khan	Do	I
219	Shankarlal Nathulal Joshi	Holkar College Indore	I
150	Indu Prakash Sharma	D A V College, Cawnpore	I
185	Ram Chandra Hari Sahasrabudhey	Victoria College Gwalior	I

## LL B (Final) EXAMINATION

Roll No	Enrolment Number	NAME	Class
Agra College Agra			
1	8-34	Aidal Singh	II
3	9718	Arjun Singh Charan	II
4	10 68	Ayodhya Nath Sharma	II
5	8236	Banwari Lal Bhargava	I
6	8577	Bhagwan Datt Sharma Paliwal	II
7	13808	Bhagwan Prasad Asthana	I
8	10741	Bhum Sen Pramari	II
9	7107	Bhogi Lal Mishra	II
10	9816	Bishamber Dayal Mathur	I
11	7194	Braj Bhushan Sharma	II
12	8462	Brij Ballabh Swarup Mehra	II
13	10743	Brij Behari Lal	II
14	9817	Brij Ashore Gupta	II
15	8898	Brij Mohan Lal Sharma	II
16	8532	Chaudhri Pratap Singh	II
17	9833	Deva Sharma	II
18	8174	Fateh Narain Saxena	II
19	9835	Gauri Shanker Sharma	II
20	8824	Ghulam Rabbani Khan	II
21	13806	Gyan Chand Jain	II
22	8489	Har Charan Das Agarwala	II
23	9842	Hardan Singh	II
24	9841	Har Dayal Gupta	II
25	9740	Hari Shanker Chandak	II
26	9847	Harish Chandra Swaroop	II
27	9866	Jagan Swarup Jain	I
28	8864	Jagdish Saran Rastogi	II
29	9861	Jawahar Lal Govil	II
30	10456	Kailash Behari Narain Saxena	II
31	8918	Kalyan Sahai Sharma Vishara I	II
32	9749	Kanhaiya Lal Sachdeva	II
33	10755	Karan Lal Sharma	II
34	4008	Kare Lal	II
35	7228	Kharan Singh	II

Roll No	Enrolment Number	N A M E	Class
Agra College Agra (Contd.)			
40	9882	Kirpa Dayal Mathur	II
41	10756	Krishanacharan Chaudhary	II
42	9449	Krishan Rao Sadashiva Rao Talegaonkar	II
43	9871	Krishna Baldev Mehrotra	II
44	9868	Krishnachandra Singh	II
45	10044	Krishna Govind Lal Srivastava	II
46	9677	Kunj Behari Lal Kshatriya	II
47	9450	Lakshmi Narayan Verma	II
49	10045	Moolchand Maheshwari	II
50	9886	Mukand Lal Chaturvedi	II
51	9887	Munni Lal	II
52	10804	Nand Kishore Goyal	II
53	9904	Nathu Lal Varshney	II
54	7243	Niranjana Singh Verma	II
55	9906	Oudh Behari Lal Saxena	II
56	5745	Phanindra Pal Sinha Yadava	II
58	9908	Pratap Singh Chaturvedi	II
59	7040	Purushottam Krishan Rao Cholkar	II
60	8549	Raghunath Prasad Saxena	II
61	9936	Raghuraj Singh	I
62	9937	Raja Niranjana Singh	II
63	9939	Raja Ram Verma	II
64	9929	Rajendra Nath Sharma	II
65	13632	Rajinder Behari Mathur	II
66	9681	Raj Kishen Bhargava	I
67	9539	Raj Kumar	I
68	9922	Raj Narain	I
69	9682	Ramaish Behari Hajjala	II
70	9944	Rama Shanker Misra	II
71	10604	Rama Shanker Saxena	II
72	7345	Ramesh Narayan Mathur	II
73	7264	Rameshwar Prasad Mathur	II
74	9930	Ram Narayan Sharma	II
75	9942	Ram Saran Lal	II
77	9918	Ram Swarup Yadava	II
78	9920	Randhir Singh	II

Roll No	Enrolment Number	NAME	Class
<b>Agra College Agra (Concl'd)</b>			
79	9319	Rishishwar Nath Gupta	II
81	8951	Sabal Singh Rathore	II
82	11883	Saiyid Muhammad Ibne Ali	II
83	10775	Sangram Singh	II
84	8563	Shankar Sahai	II
85	10776	Sheodan Singh	II
86	9659	Shiva Pershad Saxena	II
87	10178	Shiv Dayal Shrivastava	II
89	9008	Shiv Swarup Mathur	II
90	9961	Shri Krishan Dass Agarwal	II
91	6634	Sudarshi Lal Sharma	I
93	9960	Sushil Kumar Sharma	II
95	9967	Tikam Singh Yadava	II
96	7055	Triveni Sahai Shrivastav	II
98	8854	Vikramaditya Singh Tomar	II
99	8567	Viranderpal Singh	II
100	9975	Virendra Pati Yadava	II
101	9971	Vishnu Sahai	II
<b>Bareilly College Bareilly</b>			
103	9019	Baboo Ram Rathoure	II
104	10059	Bal Ram Agarwala	II
105	4844	Bas Deoki Nandan Mehra	II
106	9110	Bhagwat Saran Agrawal	II
109	6122	Chandra Sen Saxena	II
113	6179	Harihar Prakash	II
114	12993	Ishwar Sahai Saxena	II
116	9061	Mohammad Asghar Husain	II
119	10113	Nand Ram Khandelwal	II
120	10116	Nihal Choud	II
121	7154	Prya Charan	II
122	10126	Qazi Mohammad Wajid ud din Hasan	II
124	9075	Raghavacharya	II
125	10164	Rama Avatar Agarwala	II
126	7161	Ram Narayan	II
127	6157	Ram Nath Rastogi	II
129	6091	Shankar Lal Agrawala	II

Roll No	Enrolment Number	N A M E	Class
<b>Bareilly College, Bareilly (Concid )</b>			
130	9093	Shanti Swaroop Sinha	II
131	10144	Shep Narain Gupta	II
132	7189	Shama Charan Vaish	II
133	6166	Sham Narain Bajal	II
134	9096	Shiv Kumar	II
135	9947	Surendra Nath Misra	II
136	6172	Tej Bahadur Madhwar	II
<b>D A V College Cawnpore</b>			
137	10566	Alauddin Khilji	I
138	9633	Amba Prasad Tandon	II
139	9686	Anand Bihari Lal Agnihotri	I
140	8490	Badri Prasad Matanhelia	II
141	9690	Badri Vishal Trivedi	II
142	13269	Bal Bhadhara Ticku	II
143	10570	Bal Kriśna Sharma	I
144	13414	Banarsi Das	II
145	8706	Bhaiya Ram Misra	II
146	8803	Binda Charan Nigam	II
147	13830	Birendra Kumar Ghosh	II
148	10571	Bishambhar Nath Srivastava	II
149	8066	Brahma Dutt Tripathi	II
150	8293	Brijendra Nath Singh Gaur	II
151	10576	Dilani Ram	II
152	10 79	Gaya Prasad	II
153	4163	Gopi Chand Verma	II
154	8722	Gopi Krishna Gupta	II
155	12793	Gopi Nath Gaur	II
156	10 82	Gorakh Prasad Srivastava	I
157	8909	Hari Lal Parikh	II
158	13 71	Hari Narain Tandon	II
159	10584	Har Pal Singh	II
160	9694	Jagat Prasad	II
161	13-72	Jagdish Narain	
162	10 88	Jagdish Sahai Varma	
163	90 0	Kameshwar Prasad Saxena	

Roll No	Enrolment Number	N A M E	Class
D A V College Cawnpore (Concl'd)			
167	8732	Kamla Shanker Bhattacharya	I
168	13273	Kamta Prasad Srivastava	II
169	8738	Lalji Lal Srivastava	II
170	13774	Madan Lal Kohli	II
171	8740	Mahendra Nath Misra	II
173	13775	Om Prakash Maini	II
174	10600	Onkar Nath Tiwari	II
175	8745	Piara Lal Gupta	II
176	13276	Prithvi Nath Kachroo	II
177	13277	Radha Raman Lal Varma	II
178	10658	Raghubar Prasad Chaturvedi	II
179	7430	Raj Kumar Sharma	II
180	8317	Raj Kumar Shukla	I
181	10607	Rameshwar Dayal Srivastava	I
182	11963	Ramji Mal Srivastava	II
183	4008	Ram Manohar Lal	II
184	10614	Ram Saran Lal	I
185	10615	Ram Saran Srivastava	I
186	10616	Ram Sewak Dwivedi	II
187	10618	Ram Swarup Shukla	II
188	8807	Ranjit Singh	II
189	10661	Ranvir Singh Yaduvanshi	I
191	9703	Satya Narain Gupta	II
192	8630	Shal gram Kaluram Jadhav	II
193	10624	Shiva Ram Srivastava	I
194	10625	Shri Motilal Dargar	II
195	1389	Shyam Charan	II
196	7864	Shyam Belari Lal Agarwal	II
197	13278	Shyam Bihari Varma	II
198	7866	Surya Bhanu Lal Srivastava	II
199	10619	Swami Dayal Katiyar	II
200	8774	Swarup Narain Shrivastava	II
201	9708	Syed Rashid Ali	II
202	10633	Uma Shanker Bajpai	II



Roll No	Enrolment Number	NAME.	Class.
S D College, Cawnpore			
204	9721	Bala Bakhsh Gupta	I
205	10329	Bharat Singh Rathore	II
206	10330	Chandan Singh Rathaur	II
207	13415	Devidas Waman Rao Deshpande	I
208	0730	Dev Narayan Agnihotri	II
209	8701	Dhyan Pal Singh	II
210	13416	Durga Dass	II
211	9734	Gokul Chandra Gupta	II
212	0504	Govind Narain Mathur	II
213	10807	Jagdish Prasad Mathur	II
214	7414	Krishna Bahadur Nigam	II
215	10342	Krishna Chander Pandeya	II
216	9323	Madhava Singh Chauhan	II
217	8648	Mahabir Prasad Kulshrestha	II
218	8649	Maharaj Swarup Bhatnagar	II
219	13801	Mahindra Singh Dandora	II
221	10345	Nagendra Nath Bajpai	II
222	8309	Omkar Nath Dube	II
223	10348	Panna Lal Sharma	II
224	13828	Pratap Bahadur Singh	II
225	10305	Pukhraj Singh	II
226	3335	Rai Ravi Shanker Sinha	II
227	7010	Rama Nath Gupta	II
228	10154	Ram Bharsey Gupta	II
229	9782	Ram Niwas Vaidh	I
230	10156	Ranchhor Dass Gattani	II
231	10620	Shachindra Narain Dikshit	I
233	5649	Shyam Gopal Srivastava	II
234	10799	Shyam Narain Srivastava	II
235	5007	Sitla Prasad Srivastava	I
236	9535	Sohan Nath Modi	II
237	8325	Syed Mohammad Mustafa Ali Kazmi	II
238	7434	Syed Rafi Uddin Ahmad Rahmani	
239	12905	Umrao Chand	

Roll No	Enrolment Number	NAME	Class
<b>Holkar College, Indore</b>			
240	9341	Anant Balwant Bapat	II
241	4613	Balkrishna Rambhau Thacker	II
242	12898	Basantilal Bapna	I
243	8042	Bhagwati Prashad Sharma	II
244	9544	Bhalchandra Ganesh Kale	II
245	5203	Bhalchandra Rajaram Lowalekar	II
246	12899	Dattatraya Narayan Abhyal	I
247	5206	Devi Prashad Bhargaw	I
248	8352	Dinkarrao Ramchandra Ektare	II
249	8261	Dinker Narayan Kale	I
250	12900	Ek Nath Laxman Kerhalkar	II
251	10201	Ganesh Madhura Hawaldar	I
252	5208	Ganpati Khanderao Kalwade	I
253	9334	G R Shastri Dugwekar	I
254	7485	Hariharprasad Dube	II
255	7096	Hariprasad Sharma	I
257	8244	Kashinath Gangadhar Shastri	II
258	8360	Keshao Waman Gokhale	II
259	7369	Krishna Vallabh Vyas	II
260	9566	Laxminarayan Krishnarao Moyade	II
261	8367	Loknath Shridhar Vyas	II
262	9567	Madankishore Ravidatta Bajpai	II
263	8372	Moolchand Joshi	II
264	860	Moolchand Minalal Gupta	II
265	12248	Nagnarayan Shrivastava	II
266	7508	Navneetlal Ojha	II
267	9574	Niranjana Nath Acharya	II
268	3121	Panyam Purushottam Shastri	II
270	12902	Prakashchand Jain	II
271	10230	Raghubeer N. Kotia	I
272	9775	Raghunandan Prasad	II
273	7516	Rajaram Joshi	II
274	7381	Rajaram Shankar Athalye	II
275	8377	Rajmal Jain	II
277	8384	Ratanlal Jain	II

Roll No	Enrolment Number	N A M E	Class
<b>Holkar College Indore (Contd)</b>			
276	9589	Rewashanker Rajaram Parsai	II
279	7523	Syed Israr Ali Naqwi	II
280	7526	Shankar Raghunath rao Ghanekar	II
281	8386	Shankar Santuji Bhondway	II
282	12903	Shivaniwas Vinayak Mishra	II
283	7463	Shridhar Vinayak Kothari	II
284	9596	Shrikrishna Sakharan Gadre	II
285	8390	Shripati Nagesh Oak	II
286	12909	Sitaram Jajoo	II
287	12906	Tribhuwan Shankar Tiwari	II
289	8394	Vardhichand Porwal	II
290	8627	Vasant Sadashivrao Pradhan	II
291	7535	Vasudeo Mukundrao Vyas	II
292	12908	Vinayak Dutt Sharma	I
293	1052	Zamuruddin Ahmed Suhrwardy	I
<b>Meerut College Meerut</b>			
294	1361	Aizaz Ahmad	I
295	13620	Anand Prakash Agarwal	I
296	10554	Anis Uddin	I
297	9113	Ashraf Ali	II
298	10387	Avadh Behari Mittal	II
299	13672	Babu Kam Kamal	II
300	13870	Balwant Rai	II
301	9139	Banu Mal	II
302	10402	Bhuj Bir Singh	II
303	12797	Bikram Singh Bisnoi	II
304	9148	Brij Mohan	II
306	9152	Chandra Prakash	II
307	13819	Deo Dutt	II
311	10470	Ganga Sharan	II
312	9167	Guru Charan Das Sangal	II
313	3628	Hardeo Singh	II
314	9171	Hari Prasad	II
315	10438	Jagan Nath Prasad	II
316	10439	Jagdish Chandra	II

Roll No	Enrolment Number	N A M E	Class
Meerut College, Meerut (Contd)			
317	10440	Jagdish Narain Bhan	II
318	10858	Jagdish Prasad Agarwala	II
319	10316	Jagdish Prasad Sharma	I
320	9179	Jagdishwar Singh	II
321	10288	Jai Pal Singh	II
322	10445	Jai Prakash Gupta	II
323	13631	Jhalak Niranjan Swarup	II
325	10457	Kanhaiya Lal	II
326	11771	K Jamiat Singh	II
328	10470	Mahendra Lal Jaini	II
331	8520	Manohar Lal Agrawal	II
334	7720	Nazir Ahmad	II
335	10768	Nepal Singh Chaudhry	II
336	9220	Om Prakash Sangal	II
337	9223	Om Prakash Vaish	II
338	10491	Onkar Prasad Mathur	II
339	9225	Parma Nand Sharma	II
340	9372	Pershad Lal Maheshwari	II
341	6545	Prabhu Sharan	I
342	13826	Pratap Chandra	II
343	9228	Pratap Narayan Bahadur	II
344	13821	Pritam Prakash	II
345	13825	Prithvi Singh	I
346	10519	Raghubir Narayan Shinghal	II
347	10518	Raghubir Saran Jain	I
348	9234	Raghubir Singh Goyal	II
349	9238	Raj Narain Gupta	I
350	6394	Ram Lal Sharma	I
351	9242	Ram Kripal Singh	I
352	10510	Ram Kumar	I
353	10506	Ram Narain Singh Tiagi	I
354	13626	Ram Narayan Gaur	I
355	10500	Ratan Behari Tyagi	II
356	10498	Ratan Lal	II
357	13823	Sadhu Singh	II
358	10543	Sayid Abbas Rizvi	II

Roll No	Enrolment Number	NAME	Class
<b>Meerut College Meerut (Concid)</b>			
360	13619	Sheo Dhan Singh	II
361	10535	Shiva Dutta	I
362	10533	Shri Rama Sharma	II
364	10527	Suraj Bhan Gupta	II
365	13627	Suraj Nara n Perakash	II
366	5468	Surjan Singh Verma	II
367	10547	Tejpal Singh	II
368	6421	Thakur Girwar Singh	II
369	9285	Udaibir Singh	II
370	10549	Vidya Sagar Kulshrestha	I
37	10551	Vishan Swarup	II
372	10552	Yadav Ram	II

## EX STUDENTS

## Agra College Agra

374	6937	Drig Lal Singh Yadav	II
375	7884	Jagdamba Sahai Saxena	II
377	6948	Khazanchi Lal	II
381	2667	Ram Ratan Lal Gupta	II
382	8578	St am Sunder Lal Srivastava	II

## Bareilly College Bareilly

385	7109	Bal Ram Sharma	II
386	6696	Bhawani Datt	II
387	6987	Chandra Narain Saxena	II
388	5119	Devendra Chandra Katyar	II
390	3627	Lakshman Swarup	II
390	3615	Mal al ar Prasad Johry	II
392	9067	Nihal Chand Cangwar	II
393	6146	Prem Narain Saxena	II

## D A V College Cawnpore

396	11962	Shri Niwas Agrawal	II
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## S D College Cawnpore

398	8015	Lakshmi Chand	II
399	3763	Nawab Ali	II
400	8650	Niranjana Sharma Path	II
401	8012	Raghubar Daval Srivastava	II

Roll No	Enrolment Number	N A M E	Class
<b>Holkar College, Indore</b>			
404	4587	Bhaskar Chintaman Dewal	II
406	8349	Chandrasen Ramchandrarao Khanwilkar	II
408	2539	Ganpati Gopal Bhatore	II
409	3107	Gappulall Chhotelall Gupta	II
410	8353	Gian Swarup Bhatnagar	II
411	5210	Hari Vishnu Kale	II
412	7364	Jal Dhanushaw Patel	II
413	6452	Kashinath Lokre	II
414	4643	Mahendra Narain Deendryal Awasthi	II
416	6464	Premraj Bhandari	II
<b>Meerut College Meerut</b>			
418	812	Anjani Kumar Tiwari	II
419	7655	Charan Singh	II
423	3408	Kanahya Lal Kansal	II
425	3506	Radha Mohan Sharma	II
426	1160	Shiva Charan Lal Sharma	II
427	5618	Shri Ram Sharma	II
429	6417	Sumer Chand Jain	II
430	3420	Tej Pal	II
431	6425	Yajna Datta Gautama	II
432	9290	Zafar Ali Khan	II

**MERIT LIST—LL B EXAMINATION**

24*	Basantilal Bapna	Holkar College Indore	I
361	Shiva Datta	Meerut College Meerut	I
143	Bal Krishna Sharma	D A -V College Lawnpore	I
149	Kaj Narain Gupta	Meerut College Meerut	I
137	Mauddin Khilji	D A -V College Lawnpore	I
29	Anand Prakash Agarwal	Meerut College Meerut	I
355*	Ratan Behari Tyagi	Do	I
10*	Bishamber Dayal Mathur	Agra College Agra	I
23*	Ganpati K. Kalwale	Holkar College Indore	I
	Hari Prasad Sharma	Do	I

## LL B (Previous) EXAMINATION

Roll No	Enrol ment number	N A M E	Class
Agra College Agra			
2	11790	Amar Singh Chaturvedi	II
6	11295	Ayodhya Nath Bhargava	I
7	9814	Bachchoo Lal Asthana	II
9	11555	Bhagat Singh Jat	I
10	11161	Bhonralal Jaiman	II
11	9821	Birendra Singh Chauhan	I
12	11795	Bishambhar Nath Bhatt	II
13	11164	Birj Ballabh Das Parihar	II
14	11799	Champa Lal Jindel	II
15	9829	Chandra Nath Sharma	II
16	14773	Chandra Sen Khasgiwala	II
18	2327	Charan Prasad Srivastava	I
20	11890	Devi Prasad Sharma	II
22	7303	Dip Chandra Agarwal	I
23	11801	Dhruva Bihari Lal Srivastava	I
24	11617	Fakir Chand Gupta	I
25	9834	Ganesh Datt	II
26	10013	Girraj Kishore Bansal	I
27	11174	Gokul Prasad Sharma	I
28	11808	Govind Singh Sharma	II
29	12315	Har Nath Goyal	I
30	11812	Har Prasad Gupta	I
31	11810	Hira Lal Agarwala	II
32	9857	Jagdish Nandan Kul hre hita	II
34	12318	Jai pal Singh	II
36	9867	Jai Shanker Tewari	II
37	10706	Jamuna Prasad Agarwala	I
38	11824	Jineshwar Das Jain	II
41	11185	Kapil Deo Agrawal	I
42	14779	Keshav Puri Goswami	I
43	8465	Khacher Mal Agarwal	II
47	153-2	Kunwar Fateh Singh Rawat	II
48	8325	Laxman Swaroop Bhargava	II
49	11309	Madan Lal Kathi	II
50	9759	Madan Mohan Tiwari	I
52	5003	Maheshwar Nath Gupta	II

Roll No	Enrolment number	N A M E			Class
Agra College Agra --(Contd)					
55	14774	Milapchand Kothari	..	..	II
59	11319	Naren Ira Kumar Kaushik		..	II
60	10769	Narottam Lal Thakore	..	..	II
61	9905	Om Prakash Kulshreshta	..		II
63	11854	Pashupati Nath Pathak		..	II
69	11862	Radhe Shyam Chaturvedi		..	II
73	11323	Raghu Nandan Agarwal			II
74	11093	Raghunath Prasad Sharma	..		II
75	10966	Raghunath Rao Pawar	..		I
77	9924	Rajeshwar Prasad Garg	..	..	II
80	11053	Rameshchand Agrawal	..	..	II
81	11911	Rameshchandra Gupta	..		II
82	9776	Ramesh Chandra Jain	..		I
85	11915	Ram Mukand Kshattriya	..	..	II
86	11539	Ram Narayan Agarwal	..		II
87	11914	Ram Prasad Maheshwari			II
88	11868	Ram Singh Dhakarey		..	II
89	11859	Ram Swarup Agrawal		..	II
91	11496	Rudra Bhan Singh		..	II
92	11215	Sagar Chandra			II
94	9712	Shadi Lal Gupta			II
95	11259	Shaukat Ali			II
96	11877	Sheobarn Singh			I
97	10994	Shvam Bahadur Saxena		..	II
98	11919	Shyam Lal Gautam	..	..	II
100	14777	Shyam Sunder Sharma (Primus)		..	I
101	8554	Shyam Sunder Sharma (Secundus)	..	..	I
104	11873	Sukhbir Singh Gupta	..	..	I
105	6797	Surendra Kumar Saxena	..	..	I
111	11878	Tulsi Ram Varma	..	..	II
112	8568	Vidya Nath Chaturvedi	..	..	II
113	14778	Vikramajit Singh	..	..	II
Bareilly College, Bareilly					
115	144 6	Anand Bahadur	..	..	II
117	11968	Bishambhar Dayal Jain	..	..	II
118	12022	Devendra Chandra Dubey	..	..	II



Roll No	Enrolment number	N A M E			Class
Bareilly College Bareilly —(Concl'd)					
120	14428	Dharmendra Suroup Biseria	..	...	II
126	10084	Jagdish Chandra Lathe	..	..	II
127	14429	Jadgish Saran Agarwal			II
129	12084	Jot Singh	..	..	II
131	12085	Kailash Chandra	..	...	II
134	14431	Krishna Nand Gairola			II
135	7134	Lakshmi Narain Saxena			II
142	10112	Munishwar Dayal Saxena	....	....	II
143	10656	Narain Prasad Asthana	...		II
144	14433	Onkar Prasad Saksena	..		II
147	12109	Kafiq Ahmad Abdali	..	....	II
148	8548	Raghunandan Swarup Mathur	...		II
149	12110	Rajendra Nath Kodesia		..	II
153	12117	Ram Sanehi	..	...	II
155	10137	Rang Bahadur Varma	....	....	II
156	6167	Shiv Nandan Prasad		..	II
157	2688	Sis Ram Saxena	..	....	II
160	11752	Suraj Narain Bhatnagar	....	....	II
163	10154	Vishwa Nath Pershad	..	....	II

**D A V College, Cawnpore**

164	10636	Anand Swarup Pradhan	..	...	I
165	11166	Brij Narain Narula	....	...	II
166	11015	Chandrika Prasad	....	...	II
167	11612	Daya Nand	....	...	II
168	15307	Daya Shankar Shukla	....	...	II
169	10947	Gajendra Moksh Kumar	....	...	II
170	11020	Gokul Prasad Pathak	....	...	II
172	11965	Gyan Swarup Vijoy	....	...	II
173	5722	Har Prasad Tiwary	....	...	I
174	10586	Indra Jit Sharma	....	...	II
175	11029	Jagdish Prasad Chaturvedi	....	...	I
176	15262	Jagdish Prasad Mehrotra	....	...	II
177	11086	Jagdish Saran	....	...	II
178	11084	Jageshwar Prasad Bhargava	....	...	II
180	11031	Jamuna Sahai Misra	....	...	II
181	10953	Keshava Govind Bhagwat	....	...	I
182	15260	Kripa Shanker Avasthi	....	...	II

Roll No	Enrolment number	NAME	Class
<b>D A-V College Cawnpore —(Concl'd)</b>			
184	11037	Lakshmi Narain Verma	I
185	10652	Madan Mohan Misra	I
186	9697	Mahendra Singh Arora	II
187	15309	Mahmood Hussain Khan	II
188	11254	Masih Uddin Ahmad	II
189	15330	Om Parkash Singh	I
192	11092	Prayag Narayan Tewari	II
193	15264	Prem Prakash	I
194	11982	Radhey Shyam Gupta	II
196	11270	Raja Ram Avasthi	II
198	15267	Rajendra Prasad Agarwal	I
200	11943	Rama Autar Pathak	I
202	8761	Ram Chandra Singh Verma	II
204	11211	Ram Gopal Kanugo	II
205	6787	Ram Kumar Nigam	II
206	10611	Ram Narain Lal Saxena	II
207	11058	Ravindra Narain Dikshit	II
208	11059	Sadan Singh Tiwari	II
209	11062	Sardar Singh	II
210	15268	Satya Deva Varma	II
211	11097	Satya Narain Lal Srivastava	II
213	9706	Shanker Lal Misra	II
214	11064	Shanti Swaroop Dalela	II
215	15270	Sheo Mohan Lal Gupta	II
216	11988	Shiva Charan	II
218	11276	Shiva Ram Singh	II
219	8770	Shiva Swarup Dwivedi	I
220	8991	Shiv Prasad Gupta	I
221	11951	Shyama Charan	II
222	11968	Shyam Sundar Lal Pande	I
223	11959	Sushil Chandra Gupta	II
224	11952	Swami Saran Nigam	I
225	11074	Tikam Singh Navveer	II

## S D College, Cawnpore

228	9689	Azmatullah Kirmani	II
230	9439	Chironji Lal Agarwal	II

Roll No	Enrolment Number	NAME	Class
<b>S D College Cawnpore —(Concl'd)</b>			
231	12154	Debi Prasad Singh	II
234	2444	Gopi Ram Gautama	II
236	8298	Hargovind Shukla	II
237	15098	Jai Dev	I
238	15099	Jugal Kishore Verma	I
241	12198	Khushi Lal Tiwari	I
242	12286	Madan Mohan Jhingran	I
245	7416	Muhammad Jamil Siddiqi	II
247	10347	Padma Deo Pande	II
250	11265	Raja Kumar Chaturvedi	II
251	11491	Rajeshwar Pershad Munshi	II
252	13841	Ram Chandra Singh Rana	II
253	11271	Ram Dass Awasthy	I
254	12211	Rameshwer Gupta	I
255	10932	Ram Pershad Sharma	II
257	5761	Ram Swarup Lal Nigam	II
258	12013	Sant Bukshi Singha	II
259	11732	Satya Prakash Agarwala	II
260	12175	Shambhu Dayal Gupta	II
262	13844	Shiva Kumar Singh Gaharwar	I
263	10300	Shiva Prasad Varma	II
265	11277	Sukumar Bose	I
266	11227	Suraj Singh	I
267	11278	Surendrajit Singh	II
269	12223	Vishwanath Gopal Namade	II
<b>Holkar College Indore</b>			
271	9542	Anandilal Dhamani	II
272	9543	Azizullah Khan Muhammad Khan Khairshahi	II
277	9545	Bhanwarlal Dashora	I
279	11351	B. K. Chaiye	II
282	11106	Chandra Mohan Nath Dar	II
284	13832	Chhagan Lal Harishankerji Acharya	II
285	7475	Chhaganlal Sharma	II
287	11109	Dara Nusserwanji Flavia	II
290	9608	Dattatraya Wasudeo Kalele	II
292	10198	Dayachandra Jain	II
295	7481	Dinker Madhav rao Kutumbale	II
299	8906	Gokulchand Mandlana	II

Roll No	Enrolment Number	NAME.	Class
Holkar College, Indore — (Contd)			
300	11365	Govind Ram Sharma	II
301	11366	Govind Rao Joshi	II
304	10948	Govind Yeshwant Nirkhey	II
305	11814	Hagamilal Kaydia	II
306	7486	Hukamchand Phoolchand Patni	II
307	14667	Indra Lal Gobhil	I
308	12288	Indranarayan B Mehta	II
309	12278	Kailash Pati Singh Shreenet	II
310	11448	Kailash Prasad Bhargava	II
311	14663	Kaluram Virulkar	II
312	11375	Kamruddin Fidahusain	II
313	14668	Kanwar Hari Singh Yadava	II
315	11379	Keshav Shankar Lele	II
317	11189	Lalit Narayan Sharma	II
318	10217	Laxmi Narayan Agrawal	II
321	8411	Maharaj Narain Mulla	II
325	11401	Md Mujataba Khan	II
326	11314	Muhammad Noor Khan	II
328	11122	Motichand Jain	II
329	9614	Narayan Anant Phadke	II
331	11403	Narayanlal Vyas	II
332	11487	Narbada Prasad R Shrewastava	II
333	8375	Nathu Singh Pemaji Verma	II
336	11126	Pandharinath Onkar Kulkarni	II
338	11128	Prabhachandra Sitaram Belokar	II
339	11409	Prabhakar Dattatraya Saraphi	I
340	11129	Pratap Sini a Rathore	II
341	9582	Raghubir Pershad Bhatnagar	II
342	7460	Raghunath Jayaram Lokre	II
346	9619	Ramchandra Rao Nathuji Sonone	II
348	9584	Ramnath Shambharam Billore	II
349	10303	Ramsawroji Gattani	II
350	10501	Randhir Singh Aeron	II
351	9587	Rangrao Zamindar	II
352	9588	Ranjvir Singh	II
354	11136	Shankar Vardihut Phalnis	II
358	9622	Shankar Ramchandra Rushinkar	II
359	10245	Shree Vallabh Harikrishna Pagare	II

Roll No	Enrolment Number	NAME	Class
<b>Holkar College, Indore — (Concl'd)</b>			
361	11429	Sumer Chandra Jaini ..	I
362	11431	Surendra Narayan Rao Burse ..	I
365	8960	Tej Singh Khamesra ..	II
366	14672	Trikam Lal Dave ..	II
369	14673	Zahurul Hai ..	II
<b>Meerut College Meerut</b>			
372	11576	Amar Nath ..	I
374	13392	Ballir Kishore Saksena ..	II
375	10399	Balleshwar Dayal Maheshwari ..	II
378	11596	Bhupal Singh Khyati ..	II
379	11598	Ishamlal Sahai ..	II
380	10405	Brij Krishna ..	II
381	14209	Champat Swarup Gupta ..	II
382	15286	Chandra Mohan ..	II
386	11615	Dharam Dutt ..	II
388	11618	Latch Chandra Sanghal ..	II
391	11629	Gur Dev Singh ..	II
392	11633	Hari Shanker Sharma ..	II
393	11634	Harish Chand ..	II
394	15288	Harnandan Prasad Seth ..	II
398	15370	Jagnandan Prasada ..	II
400	11651	Jal Singh ..	II
416	10493	Om Prakash Coel ..	II
417	12207	Om Prakash Sharma ..	II
418	15281	Paramatma Saran Kajlani ..	II
419	11701	Prern Narain Divaker ..	II
420	11703	Prern Nath Charga ..	I
421	11704	Prern Prakash ..	II
423	11706	Radley Krishna ..	II
425	10515	Ramanuj Da ..	II
430	10505	Ram Narayan ..	II
431	10931	Ram Niwas (Primus) ..	II
432	11720	Ram Niwas (Secundus) ..	II
435	7868	Shankar Lal Verma ..	I
437	11718	Shyam Lal Garg ..	II
439	11741	Shyamal Singh Verma ..	II
440	11743	Shyambharwar Singh ..	II

Roll No	Enrolment Number	NAME	Class
<b>Meerut College Meerut —(Concid)</b>			
445	15294	Syed Zawar Husain	II
447	3514	Tek Chand	I
448	15292	Tufail Ahmed Quraishi	II

**EX STUDENTS****Agra College, Agra**

452	9668	Bhag Chand Jain	II
461	9304	Karan Singh	II
462	8506	Krishan Chandra Sharma	II
467	9679	Prabhu Dayal Bhargava	I
468	9490	Raghubir Narayan Asthana	II
469	7251	Ramchandra Kashinath Bhopatkar	II
470	7283	Satish Chandra Bansal	II
472	6613	Swarup Singh Yadava	II
473	5667	Syed Azhar Husain Zaidi	II
474	13775	Tohan Singh Kankara	II
475	13838	Vaidehi Charan Parashhar	II

**Bareilly College Bareilly**

480	9033	Hirdai Charan Jauhari	II
481	6181	Jagdish Bahadur Beckaya	II

**S D College, Cawnpore**

498	10332	Chhote Lal Gupta	II
499	6091	Ishwar Sahay	II
502	8305	Muhammad Khalilullah Qureshey	II
506	7855	Rup Ratan Bajpai	II
508	1471	Shri Narain Verma	II
509	12233	Sitla Prasad Gauraha	II
510	9801	Virendra Pal Singh Chauhan	II

**Holkar College, Indore**

512	8587	Behram N Maneckshah	II
514	6448	Harichand	II
516	2545	Narayan Brijlal Solani	II

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Roll No	Enrolment Number	NAME	Class
Meerut College, Meerut			
522	13630	Charukury Prakasa Rao	II
529	11772	Kartar Singh Arora	II
530	10459	Kharak Singh Premi	II
531	10481	Mohammad Yusur	II
546	13634	Shri Ram Jauhar	II
547	10546	Tribhuvan Lakash Sharma	II
549	6426	Yeshwant Rai Garg	II

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## B COM EXAMINATION

Roll No	Enrolment Number	NAME.	Division
<b>St John's College, Agra</b>			
2	12555	Bansi Lal Jain	II
5	12558	Bhagwati Prasad Kulbhaskar	III
7	12560	Chandra Bhan Agarwal	II
8	12561	Hasan Ahmed Zuberi	III
9	12566	Jagdamba Prashad	III
10	12562	Kanhya Lal Garg	I
11	12563	Lal Bahadur Saxena	III
14	12565	Mathura Prasad Saxena	II
15	13251	Moti Lal Jain	II
16	12567	Prakash Chandra Luha lia	III
19	12658	Shanti Prasad Vaid	III
20	12570	Shiam Sunder Goyal	II
21	12569	Shyama Shanker Kaushik	II
22	12571	Suraj Bhan Sharma	III
23	12572	Triloki Nath Mathur	III
24	12573	Umesh Behari Lal Mathur	II
<b>D A V College, Cawnpore</b>			
25	13283	Anant Digamber Sakhawalkar	II
26	13231	Anoop Chand Jain	II
7	13233	Badri Prashad Jain	III
30	13234	Bala Sahai Srivastava	III
31	13235	Bhagwan Das	III
32	13237	Brij Mohan Lal	III
34	13239	Chetanya Swaroopa Bhatnagar	II
35	13240	Damodar Prasad Tewari	II
36	13241	Dinesh Chandra Mital	III
37	11082	Gokaran Nath Nigam	III
38	13242	Hukum Chan Ira Jain	II
39	13243	Jagan Lal Agarwal	III
40	13244	Jagdish Prasad Agarwal	II
41	13246	Kanti Swarup Singhal	II
42	13247	Keshav Deo Tewari	II
43	13248	Kishan Lal Gupta	II
44	13249	Kishori Lal Gaur	II



Roll No	Enrolment Number	N A M E	Division
<b>D A -V College, Cawnpore (Concl'd)</b>			
45	11088	Krishna Murari Lal Agarwala	III
46	13252	Nand Kishore Verma	III
47	10676	Narain Sharan Nigam	III
48	13254	Om Prakash Tayal	III
49	13253	Om Prakash Verma	III
52	13257	Radhey Prasad	III
53	13258	Ramanuj Prasad	III
55	13260	Ram Saran Lal Srivastava	III
57	13262	Shri Ram Misra	III
58	8892	Sobhag Mal Jain	III
59	13263	Sughar Lal Yadav	II
60	13264	Sushil Chandra Misra	II
62	13266	Tulsi Das Bhargava	III
63	13267	Vridhhi Chandra Agrawal	III
<b>S D College, Cawnpore</b>			
64	13340	Atma Ram Goel	II
65	13341	Baleshwar Nath Misra	III
66	13343	Basant Mal Kumbhat	III
67	13342	Bhagwat Dayal Saxena	II
68	13345	Bilal Narain Mathur	III
69	13344	Bishwa Nath Singh	III
70	13347	Chhaganlal Chhitarmal Ghya	III
71	13350	Ganadhar Krishnarao Malimwar	II
74	13351	Hanuman Salalawat	III
76	13352	Jagdish Narain Agarwal	III
78	13354	Jai Narain Tiwari	III
80	13357	Jugal Kishore Tiwari	III
81	13355	Jwala Prasad Khandelwal	III
82	13361	Kailash Nath Shukla	III
83	13364	Krishna Chandra Kustagi	III
84	13366	Krishna Chandra Sharma	II
85	13353	Krishna Mohan Sinha	III
86	13360	Krishna Murari Lal Agarwala	III
87	13368	Krishna Nathunath Sao Kushva	III
88	13365	Krishna Saran Lal Nigam	III

Roll No	Enrolment Number	N A M E .	D ivision
<b>S D College, Cawnpore (Concl'd)</b>			
89	1336	Krisl na Veer Nagaich	III
90	13368	Lakshmi Narain Varma	III
91	12201	Lakshmi Shanker Misra	III
92	13371	Madan Lal Joshi	III
93	12238	Manohar Madhao Ganorkar	II
94	13372	Manohar Mukund Muley	III
96	13370	Mewa Lal Agrawal	II
97	13369	Murari Lal Gupta	III
98	13374	Nand Kishore Sharma	III
99	13373	Nisar Ali Khan	III
100	13375	Onkar L paraji Kolte	III
102	13382	Panna Lal Baldua	I
103	13379	Parma Nand Garga	II
104	12208	Pran Nath Luther	III
106	13377	Prem Narayan Saxena	II
107	13376	Prem Nath Agarwal	III
108	13381	Purushottam Ganga Prasad Trivedi	III
111	13387	Rama Kant Sharma	II
113	12231	Ramkrishna Balkrishna Ghisad	III
114	13386	Ram Nath Misra	II
115	13384	Ram Pal Singh Rathaur	II
119	12237	Ratan Lal Gupta	II
120	13403	Shambhu Dayal Sharma	III
122	13394	Shanti Prakash	III
123	13398	Shanti Swarup Garg	III
126	13409	Shiam Lal Gupta	II
127	13399	Shiam Manohar Agrawal	II
128	13410	Shiva Mangal Sharma	III
129	13404	Shiva Rama Tiwary	III
130	13401	Shiv Dan Singh Raghubanshi	III
132	13405	Shridhar Vishnu Kelkar	III
133	13400	Shri Krishnaji Sahai	III
134	12232	Shrirang Damodar Meghirc	III
139	13411	Uma Shankar	I
140	13412	Vishnu Dayal Misra	III
141	13413	Vishwa Nath Prasad Agarwal	III

Roll No.	Enrolment Number	NAME		Division
EX STUDENT				
St John's College, Agra				
142	11535	Magan Lal Gupta		III
TEACHERS				
146	T38587	Nam Prasad Satsangi	Teacher Agra	III
147	T38588	Shil Chandra Jain	, Indore	III
151	T38592	Lakshmi Narain Misra	Shahjahan pur	III
COMPARTMENTAL CANDIDATES				
St John's College, Agra				
153	11530	Jwala Prasad Gupta		P
D A V College Cawnpore				
154	11087	Krishna Bihari		P
S D College Cawnpore				
156	12190	Gur Saran Nigam		P
MERIT LIST—B COM EXAMINATION				
139	Uma Shankar	S D College Cawnpore.		I
102	Pannalal Baldua	Do		I
10	Kanhya Lal Garg	St John's College Agra		I
39*	Jagan Lal Agarwal	.. D A V College Cawnpore		II
59*	Sughar Lal Yadav	Do		II
35	Damodar Prasad Tiwari	Do		II

## B Sc (Ag) EXAMINATION

Roll No	Enrolment Number	N A M E	Division
Government Agricultural College, Cawnpore			
1	12320	Adya Charan Sinha	II
2	12321	Amar Singh	I
4	12323	Bhadra Prakash Kapil	II
6	12325	Birendra Singh	II
7	12326	Brajendra Singh	II
8	12327	Brij Kishore Govil	II
9	12328	Chandan Singh	I
10	10910	Desh Raj Singh Tomera	II
11	12329	Giri Raj Singh	II
12	12330	Hanuman Prasad Srivastava	I
13	12331	Harsh Dev Nathani	II
14	12332	Jagdish Prasad	II
15	12333	Jagendra Rao Chaturvedi	II
16	12334	Kenneth John Joseph D Aranzo	II
17	12353	Kirori Mal Gupta	II
18	12335	Krishna Kumar Asthana	II
20	12337	Manohar Lal Maheshwari	II
22	12354	Naipal Singh Verma	II
23	12339	Om Prakash Misra	III
24	12340	Pratap Narayan Katiyar	III
26	12342	Rajendra Nath Chaturvedi	II
27	12343	Raj Nath Sinha	II
28	12344	Ram Chandra Singh	II
29	12345	Ram Pal Singh	I
30	12347	Sangram Singh	II
31	10734	Shiv Nandan Sahu Bhatnagar	II
32	12348	Shyam Manohar Tripathi	II
33	12349	Sumer Singh Sirohi	II
34	12350	Tota Ram Chowdhry	II
35	12351	Virendra Shanker Gupta	II

Roll No.	N A M E	COLLEGE	Division
MERIT LIST—B Sc. (Ag) EXAMINATION.			
29	Ram Pal Singh	... Agricultural College, I Cawnpore	I
9	Chandan Singh	... Do	I
{ 2*	Amar Singh	... Do.	I
{ 12*	Hanuman Prasad Srivastava	... Do	I
18	Krishna Kumar Asthana	... Do.	II
17	Kirori Mall Gupta	... Do.	II

# List of Candidates declared Successful at the Examinations held in 1939

## M A (Final) EXAMINATION.

NOTE—Names of candidates who have passed in First and Second divisions are arranged in order of merit

Roll No	Enrolment or Reference Number	N A M F	COLLEGE	Div s on
ENGLISH				
3	8465	Bhupal Prasad Bagchi	St John's College Agra	I
9	12081	Jai Narain Mundra	Bareilly College Bareilly	II
7	11505	Vidya Bhushan Agarwal	St John's College Agra	II
5	11060	Sant Prasad Singh	do	II
20	11141	(Miss) Shirin Nadrshah Manekshah	Holkar College Indore	II
15	12288	Indra Narain B Mehta	do	II
4	14327	Kalindri Dayal Srivastava	St John's College Agra	II
1	11839	Mahendra Singh	Agra College Agra	III
2	9956	Shanti Swaroop Sharma	do	III
6	11498	Shanker Swarup Bhatnagar	St John's College, Agra	III
8	10748	Harrison L. Frey	Bareilly College Bareilly	III
10	12107	Radha Raman Saksena	do	III
12	10620	Schindra Narain Dikshit	S D College Cawnpore	III
13	11106	Chandra Mohan Nath Dar	Holkar College Indore	III
18	11122	Moti Chand Jain	do	III
21	11427	Shri Krishna Joshi	do	III
23	13518	Mohd Ikram	Meerut College Meerut	III
24	10544	Sadrudin Ahmad Siddiqui	do	III
EX STUDENTS				
25	10589	Jai Prakash Singhal	St John's College Agra	III
26	6051	Kishori Lal Mital	do	III

Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
TEACHERS				
28	T3939	Bhagwat Prasad Agarwala	Teacher Kasganj (Etah)	III
33	T3944	Sakaldeep Singh	Sultanpur (Oudh)	III
36	T3947	Malik As Mohammad	Shahjahan pur	III
37	T3948	Anand Prasad Asthana	Jhansi	III
39	T3950	Rama Chandra Gupta	Khajurha Fatehpur	III
42	T3953	Vasudeo Gangadhar Page	Mundsaar (Gwalior State)	III
44	T3955	Bishun Narain Tondon	Shahjahan pur	III
46	T3957	Ram Chandra Mathur	Amroha (Dist Moradabad)	III

## WOMAN CANDIDATE

47	W395	(Miss) Shantabai Palsule	President Cawnpore	III
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## SANSKRIT

48	12175	Sambhu Dayal Gupta	S D College Cawnpore	II
53	T3963	Padma Nand Sharma	Teacher Bikaner	II
56	T3964	Shiva Charan Lal Jain	Saharanpur	II
50	T3958	Mohan Ballabh Pant	Muttra	II
49	766	Hari Prasad	Maharaja's College Jaipur	III

## TEACHER

51	T3959	Vinayak Shamrao Joshi	Teacher Barwan	III
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## PERSIAN

58	11497	Sajid Hasan Qadri	St John's College Agra	I
59	9774	Kafeeq Ahmad	Maharaja's College, Jaipur	II
57	11619	Latch Singh Verma	St. John's College Agra	III

Roll No	Enrolment or Reference Number	N A M E.	COLLEGE.	Division
TEACHERS				
61	T3965	Ikhlas Husain Zuberi	Teacher, Lashkar (Gwahar)	III
62	T3966	Morari Lal Mathur	" Alwar	III
63	T3967	Ram Chandra Saksena	" Bareilly	III
64	T3968	Sayid Mulazim Husain	" Allahabad	III
66	T3970	Mahendra Lal Jain	" Saharanpur	III
67	T3971	Randhir Bahadur Saksena	" Sardhana (Meerut)	III
HINDI				
84	T3977	Narendra Varma	Teacher, Agra	I
76	8637	Hari Ram Tewari	S D College, Cawnpore	II
100	T3993	Shiodulare Dube	Teacher, Indore	II
51	T3984	Shri Gopal Sharma	" Kashipur (Naini Tal)	II
106	W 398	(Mrs) Suprabha Dubey	" Lashkar (Gwahar State)	II
*74	10071	Girija Shankar Misra	Bareilly College, Bareilly.	II
*102	T3995	Vijaya Shankar Misra	Teacher, Benares	II
93	T3986	Din Bandhu Trivedi	" Cawnpore	II
68	12152	Chandrika Prasad Dikshit	St John's College Agra	II
78	11284	Uma Shankar Trivedi	S D College, Cawnpore	II
79	T3972	Brij Bhushan Lal Sharma	Teacher, Hapur (Meerut)	II
88	T3981	Ganga Dat Upreti	" Pilibhit	II
*90	T3983	Shanti Nandan Sharma	" Ujhani (Badaun)	II
*96	T3989	Raghuvaraj Saran Sharma	" Hamirpur	II
92	T3985	Chet Ram Tomar	" Bulandshahr	II
103	T3996	Yajna Narayana Misra	" Allahabad	II
75	10076	Harish Chandra Sharma	" Bareilly College, Bareilly	II
99	T3992	Sarayu Prasad Pande	" Teacher, Deoria	II
60	11931	(Miss) Kamla Bhambhani	" St. John's College, Agra	III

\* Get equal marks.



Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
70	8832	Maharaj Narayan Kacker	St John's College Agra	III
71	10765	M Krishna Raina	do	III
72	11856	Prem Prakash	do	III
73	9930	Ram Narayan Sharma	do	III
77	15102	Satya Narain Prasad	S D College Cawnpore	III

## TEACHERS

80	T3973	Devi Chand Shah	Teacher Jodhpur	III
82	T3975	Gyan Chandra	Aligarh	III
83	T3976	Jagannath Brajnath Maha- shabde	„ „ Lashkar	III
85	T3978	Nepal Singh Chaudhry	Ghaziabad	III
86	T3979	Sunahari Lal Sharma	Sirsaganj (Mainpuri)	III
87	T3980	Babu Lal Goila	Haldwani	III
94	T3987	Gouri Shanker Pandeya	Sahjanwa (Gorakhpore)	III
95	T3988	Har Narayan Mishra	Etawah	III

## WOMEN CANDIDATES

104	W396	(Mrs) Bhumija Devi Saksena	Resident Lucknow	III
105	W397	(Miss) Kamla Rani Mathur	„ Agra	III

## MATHEMATICS

108	11886	Baden Sahai	Agra College, Agra	I
111	9927	Rameshwar Daval Saksena	do	II
110	11811	Hari Krishna	do	II
114	11986	Satya Narain Nigam	C C College Cawn pore	II
109	9846	Har Charan Lal Mehrotra	Agra College Agra	III
115	14620	Dharmendra Nath Handa	Mal araja's College, Ja pur	III

## IN STUDENT

116	7236	Madan Molan	„ Agra College Agra	III
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## TEACHERS

117	T3997	Shridhar Govind Gokhlay	Teacher Lashkar (Gwalior)	III
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Roll No	Enrolment or Reference Number	N A M E	COLLEGE	Division
209	T39126	Ramesh Chandra Saxena	Teacher Chhatarpur	II
190	11111	Dhannalal Jain	Holkar College Indore	II
196	11436	Vishnu Swarup Srivastava	do	II
180	11090	M D Athawale	D A V College Cawnpore	II
205	T39122	Gur Prasad Shukla	Teacher Cawnpore	II
173	14324	Rajendra Singh	St John's College Agra	III
174	10911	Dharam Swaroop Trivedi	Bareilly College Bareilly	III
175	12563	Gopal Krishna Mehrotra	do	III
178	10069	Dhirendra Gopal Gurha	D A V College Cawnpore	III
179	11644	Jagbansh Singh Chahel	do	III
182	15263	Onkar Nath Seth	do	III
183	11416	Ramchandra Keshav Barpande	do	III
184	12210	Ram Dutt Tripathi	do	III
183	10289	Mata Din Misra	S D College Cawnpore	III
192	8362	Kisanlal Jain	Holkar College Indore	III
193	11382	Madan Mohan Khar	do	III
194	9468	Shankar Mahadeo Rao Limaye	do	III
198	10489	Vijranjan Lal	Meerut College Meerut	III
197	11733	Satya Prakash Shrivastava	do	III
200	11763	Uttam Singh Sharma	do	III
201	9275	Virendra Pati Yadava	do	III

## TEACHERS

206	T39123	Khem Chand Mehta	Teacher Jolapur	III
210	T39127	Shiva Sagar Misra	Cawnpore	III
211	T39128	Sudarshan Deo	, Jyabhad	III
212	T39129	Ganpati Waman Ganjhe	, Sahalgadh (Gwalior)	III

## M A (Previous) EXAMINATION

Roll No	Enrolment or Reference Number	NAME.				Passed.
ENGLISH.						
Agra College, Agra						
2	13710	Lakshman Singh	—	—	—	P
3	10953	Narain Prashad Sharma	—	—	—	P
4	13529	Parmatma Sharan	—	—	—	P
5	11853	Prem Narain Hajela	—	—	—	P
7	15796	Prithvi Nath Chaturvedi (Secundus)	—	—	—	P
8	11863	Rajendra Prasad Kamthan	—	—	—	P
9	13776	Ram Prasad	—	—	—	P
10	13779	Satguru Saran Mathur	—	—	—	P
St John's College, Agra						
13	12612	Dharm Prakash	—	—	—	P
14	12633	Manoranjana Mangalik	—	—	—	P
15	12750	Neim Ghani Khan	—	—	—	P
16	12638	Om Prakash Sharma	—	—	—	P
17	16056	Priya Nath De Chaudhury	—	—	—	P
20	11547	Syed Mohammad Yunus Najvi	—	—	—	P
Bareilly College, Bareilly						
21	13028	Brahma Deva	—	—	—	P
S. D. College, Cawnpore						
27	13171	Kamesh Chandra Nigam	—	—	—	P
Holkar College, Indore						
29	11352	Chandrakant Vinayakrao Randive	—	—	—	P
30	12913	(Miss) Indu S. Vyas	—	—	—	P
32	12706	Madhav Gajanan Buddhisagar	—	—	—	P
34	12718	Reuben Moses	—	—	—	P
36	12724	Vinayak Ramrao Deshkar	—	—	—	P
Meerut College, Meerut						
40	15623	Abdul Ghani	—	—	—	P
41	13450	Digamber Prasad Jain	—	—	—	P
43	10432	Har Saran Das Mithal	—	—	—	P
44	13599	Jwala Shanker	—	—	—	P
45	13511	Mohammad Mustaba	—	—	—	P
50	16887	Shyam Lal Gupta	—	—	—	P
51	13565	Shiva Shanker Singh	—	—	—	P

Roll No	Enrolment or Reference Number	N A M E				Passed
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## EX-STUDENTS

## Agra College, Agra

52	14787	Devī Ram Gupta	---	---	---	P
53	9858	Jagdish Prasad Bhatnagar	---	---	---	P

## TEACHER

88	T39228	Mohan Ram Bansal	Teacher	Allahabad		P
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## INSPECTOR.

102	I 395	Shri Ram Mehta	..	..	Inspector, Lashkar (Gwalior)	P
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## SANSKRIT

## S D College, Cawnpore

105	12687	Anant Dhvaneshwar Purani	..	---	---	P
107	12159	Harī Hor Gaur	..	---	---	P
108	11056	Ram Sharan Lal Saxena	..	---	---	P
109	12241	Veda Prakash Dikshit	..	---	---	P

## Maharaja's College, Jaipur

110	12499	Sharnam Singh Sharma	---	---	---	P
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## Meerut College, Meerut

111	10395	Bal Mukand	..	---	---	P
112	11632	Harī Shankar Gupta	..	---	---	P
113	11695	Om Prakash Rajput	..	---	---	P

## TEACHERS

115	T39242	Ambika Charan Sharma	Teacher,	Agra		P
117	T39244	Gyan Prakash Srivastava	,	Fatehpur (Jaipur)		P
118	T39245	Krishna Deva Upadhyaya	..	Najibabad (Bijnor)		P
119	T39246	Chintamani Malaviya	,	Satna		P
120	T39247	Chand Mal Jain	---	Jaipur		P

## PERSIAN

## St John's College, Agra

124	12604	Ahmad	---	---	---	P
125	12637	Mohd. Sharif Khan	---	---	---	P

## Maharaja's College Jaipur

126	11229	Syed Ali Ilias Rizwi	---	---	---	P
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Roll No	Enrolment or Reference Number.	NAME		Passed.
TEACHERS				
127	T39249	Abdul Majeed	Teacher Cawnpore	P
128	T39250	Bankey Behari Lal Saxena	" Barwan	P
131	T39253	Sayed Mehboob Ali Naqavi	" Rampura (Holkar State)	P
132	T39254	Syed Abdur Rabb	" Kotah	P
133	T39255	Syed Mohammed Hussain Zaidi	" Indore	P
134	T39256	Zafar Husain Khan	" Moradabad	P
135	T39257	Syed Mohd Abdur Rashid Fazil	" Jaipur	P
INSPECTOR				
136	I 397	M Barkatullah Hashmi	Inspector Kurwai State C I	P
HINDI.				
St John's College, Agra				
138	13668	Daulat Ram Chaturvedi		P
139	15794	Hariesh Chandra Majumuria		P
140	16250	Jaipal Singh Varma		P
141	12819	Kundan Lal Jain	---	P
142	11904	Prem Narain Misra	" "	P
143	12170	Rajendra Singh	" "	P
Bareilly College, Bareilly				
144	14038	Hori Lal Sharma	" "	P
145	12091	Lakhan Singh		P
S D College, Cawnpore				
146	13112	Bhanwar Lal Sharma	---	P
147	13293	Daya Shankar Misra	" "	P
148	12025	Gopal Vyas	---	P
149	12536	Pratap Narain Misra	---	P
150	13162	Prem Nath Mishra	---	P
TEACHERS				
151	T39258	Arjuna Prasad	Teacher, Tikamgarh	P
152	T39260	Bay Nath Pande	" Agra	P
155	T39262	Padra Sen	" Phod	P

Roll No	Enrolment or Reference Number	NAME.		Passed
156	T39263	Brj Mohan Gupta	Teacher, Kothi State	P
157	T39264	Chhaganlal Harishankerji Acharya	„ Ujjain.	P
158	T39265	Guru Prasad Awasthi	Bagri (Marwar)	P
159	T39267	Hori Lal Sharma	„ Jhansi	P
161	T39268	Kameshwar Sahai Saksena	„ Morar (Gwalior State)	P
166	T39273	Purshottam Lal Bhargava	„ Bewar.	P
167	T39274	Purshottam Singh Chauhan	„ Talen (Sailana State)	P
168	T39275	Purushottam Varma	„ Kothi State	P
169	T39276	Ram Chandra Srivastava	„ Lashkar.	P
171	T39278	(Miss) Savitri Srivastava	„ Agra	P
172	T39279	Tirjugi Narayan Misra	„ Jaura (Gwalior State)	P
173	T39280	Vidya Bhusan	„ Allahabad	P
174	T39281	Banke Lal Sharma	„ Bawal (Budaun)	P
175	T39282	Bishwanath Prasad	„ Mussoorie	P
176	T39283	Brj Mohan Lal Saksena	„ Moradabad	P
178	T39285	Shanker Lal Mehrotra	„ Schore, C I	P
179	T39286	Shiv Narain Singh Negi	„ Dehra Dun	P
180	T39287	(Miss) Sushila Shukla	„ Budaun	P
181	T39288	Virendra Agnihotri	„ Bareilly	P
186	T39293	Dip Narain Mani	„ Kasia (Gorakhpur)	P
187	T39294	Girdhari Singh	„ Allahabad	P
188	T39295	Gopi Nath Tiwari	„ Bikaner	P
189	T39296	Harish Chandra Goyal	„ Ghaziabad	P
191	T39298	Kamta Prasad Dikshit	„ Bhagwantnagar, (Hardoi)	P
194	T39301	Madhuv Prasad Saxena	„ Ujjain	P
196	T39303	Manohar Rao Sapre	„ Basoda (Gwalior)	P
198	T39305	Ram Murti Mehrotra	„ Lucknow,	P
199	T39306	Ram Prasad Dube	„ Allahabad,	P
201	T39308	Shiv Lal Saraswat	„ Lashkar.	P

Roll No	Enrolment or Reference Number	NAME			Passed
WOMEN CANDIDATES					
203	W 3929	(Mrs ) Ananda Bai Sinha	Resident	Agra	P
204	W 3930	(Mrs ) Dayawati Saksena		Kanauj	P
207	W 3933	(Miss) Shilawati		Agra	P
208	W 3934	(Mrs ) Shanti Roy		Bareilly	P
210	W 3936	(Miss) Kirti Saksena		Jhansi	P
211	W 3937	(Mrs ) Shanti Devi Saksena		Lucknow	P
212	W 3938	(Miss) Sukhda Saksena		Jhansi	P

# MATHEMATICS

## Agra College, Agra

214	13701	Khoob Chand Bansal	---	P
215	13711	Lakshmi Narain Sharma		P
216	8247	Madhava Moresliwar Garde	-	P

## St John's College, Agra

220	16054	Sarwan Sarup Mathur		P
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## Bareilly College, Bareilly

221	13000	Iugal Kishore Agarwala	---	P
224	13017	Suresh Chandra Misra	-	P

## Maharaja's College Jaipur

228	12433	Ambikeshwar Sharma	-	P
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# TEACHERS

240	T 39316	Onkar Dutt Bajpai	Teacher	Cawnpore	P
241	T 39317	Vidya Prakash Khattri		Cawnpore	P

# PHILOSOPHY

## St John's College, Agra

247	12739	Hardev Singh			P
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## Maharaja's College, Jaipur

250	12471	(Miss) Indira Kumari Mathur			P
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Roll No	Enrolment or Reference Number	N A M E	Passed
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**HISTORY.****Agra College Agra**

262	15792	Amar Chand Bapna	P
263	13645	Bhagwan Singh	P
264	13780	Budhi Prakash Chaturvedi	P
265	15336	Ganesh Prashad Sharma	P
266	11822	Jagdish Prasad Jain	I
268	13708	Lalji Yadava	P
269	8538	Ram Krishna Sharma	I

**St John's College Agra**

270	12616	Ganga Prasad Bahuguna	P
271	11484	Kanhaiya Lal Nagar	P
272	10519	Raghuvir Narain Shinghal	P
273	12641	Rajeswar Dass Bajaj	P
275	12654	Ummed Singh Negi	I

**S D College, Cawnpore**

276	12514	Gur Saran Lal Srivastava	I
277	8741	Master Harishchandra	I
279	13329	Shri Krishna Chandra Sharma	I
280	9505	Shyam Narain Bajpai	I

**Holkar College, Indore**

281	12794	Devidas Krishna Rao Bande	I
284	16862	Kanwar Sen H. Mody	I
285	16872	Khushhalilal Srivastava	I
286	12704	Laxman Ramchandrar Indlarkar	I
287	11405	Narayan Wasuico Dhodipkar	I
288	10246	Sokmon Lal Rao	I

**Maharaja's College, Jaipur**

289	12431	Amlakesh Sharma	I
290	11176	Gopi Chand	I



Roll No	Enrolment or Reference Number	N A M E	Passed
<b>Meerut College, Meerut</b>			
292	13492	Khacheru Mal	P
293	13514	Musaddi Lal Agarwal	P
294	13548	Rameshwar Prasad Agarwal	P
295	15622	Ram Narain Rastogi	P
296	13586	Vijay Raj Chatterji	P

**EX STUDENT****Meerut College, Meerut**

297	11604	Chand Bahadur Berma	P
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**TEACHERS**

298	T39329	Abdus Sattar Khan	Teacher Sardhana (Ajmer)	P
303	T39334	Ganesh Lal Nagar	Banswara	P
307	T39338	Gopal Narayan Saxena	Bareilly	P
308	T39339	Harī Narān Chaturvedi	Lashkar	P
313	T39344	Mahabir Saran	Mungaoli (Gwalior)	P
317	T39348	Peter Mathews	Mussorie	P
327	T39358	Harī Shanker Gohil	Gorakhpur	P
329	T39360	Kishori Lal	Orai	P
330	T39361	Kripa Shankar Sinha	Jaunpur	P
336	T39367	Ram Adhar Pandey	Allahabad	P
337	T39368	Sant Prasad Sinha	Sitapur	P
340	T39371	Amrut Sheorao Dikshit	Indore	P
341	T39372	(Miss) Mona Masih	do	P
342	T39373	Raghunath Anantrao Adke	Dewas (Senior)	P
343	T39374	Vasant Dattatraya Kanade	Indore	P
345	T39376	Surya Dev Sharma	Ajmer	P
346	T39377	Bhola Dat Pant	Ujhani (Budaun)	P

**WOMAN CANDIDATE**

342	W3942	(Miss) Dorothy May Thomp	Resident Nani Tal	P
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Roll No	Enrolment or Reference Number	N A M E	Passed
<b>ECONOMICS</b>			
<b>St John's College Agra</b>			
356	12617	Girraj Kishore Garg	P
358	10705	Jagdish Chandra Chaturvedi	P
359	12744	Kishan Pershad Mathur	P
360	12940	Manik Chand Jain	P
361	6068	Pratap Narain Sharma	P
<b>Bareilly College Bareilly</b>			
362	13066	Raghuraj Saran Agarwala	P
364	13081	Sadaqat Ali Khan	P
<b>D A V College, Cawnpore</b>			
365	13235	Bhagwan Das	P
367	12450	Dhyan Pal Singh	P
368	13129	Hari Shanker Khanna	P
369	11084	Jageshwar Prasad Bhargava	P
370	15883	Jaiwan Lal Atal	P
371	11253	Kali Shanker Shukla	P
373	12371	Mahboob Ali	P
374	10898	Mahendra Prasad	P
376	10595	Muhammad Qameruddin Siddiqui	P
377	13156	Onkar Nath Mishra	P
378	9698	Onkar Prasad Saxena	P
380	13163	Pyare Lal Sharma	P
381	13258	Ramanuj Prasad	P
382	8279	Ram Das	P
383	13173	Ram Narain Khanna	P
384	13763	Sugharlal Yadav	P
385	13194	Surendra Swarup	P
386	11959	Sushil Chandra Gupta	P
387	13764	Sushil Chandra Misra	P
388	13411	Uma Shankar	P
<b>S D College Cawnpore</b>			
389	10276	Ganga Dhar Agarwal	P
390	10880	Jaya Chandra Gupta	P
391	16588	Ial Laladur Misra	P
392	641	Mukta Prasad Misra	P
393	13382	Panna Lal Baldua	P

Roll No	Enrolment or Reference Number	N A M E	Passed
<b>Holkar College, Indore</b>			
395	915	Bibhuti Kumar Chatterjee	P
396	12800	Gajanan Shankar Gosavi	P
397	12806	Harivallabha Sharma	P
398	16860	Jaswant Singh Singvi	P
399	12702	Keshava Prasad Chaturvedi	P
400	12821	Madhoy Narayan Slungal	P
401	11383	Madhusudhan Damodar Kartane	P
402	13848	(Miss) Sonu Devi pande	P
403	12865	Vasant Sadashiv Barve	P
404	16902	Vasant Vinayak Sarwate	P

**Meerut College Meerut**

405	7663	Gajram Singh	P
407	14208	Islam Ahmad Siddiqi	P
408	13325	Ram Chandra Sharma	P
409	13557	Sansari Lal Gupta	P
410	13409	Shyam Lal Gupta	P
411	12569	Shyama Shanker Kaushik	P

**EX STUDENT****Meerut College Meerut**

412	10562	Muket Bahadur Saxena	P
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**TEACHERS**

418	T39388	Ram Karan Gupta	Teacher Alwar	P
425	T39395	Shiv Prasad Dhondyal	Cawnpore	P
426	T39396	Shri Chandra Jain	Indore	P
427	T39397	Bhanwar Singh Chowdhry	" Lakhaoti (Buland hahr)	P
429	T39399	Mahesh Narain Mathur	Alwar	P

**WOMAN CANDIDATE**

431	W3947	(Miss) Alma Dorothy Ship tone	Resident Cawnpore	P
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## B A EXAMINATION

Roll No	Enrolment or Reference Number	N A M E	Division
Agra College, Agra			
	14246	Al hlaq Ahmad	II
3	14944	Amjad Ali	III
4	12301	Amrit Singh	II
5	14930	Baboo Lal Sharma	II
8	14924	Bhagwati Prasad Gupta	III
9	149 9	Bhagwat Singh	II
12	14928	Braj Nandan Chauhan	II
13	14935	Brij Ballabh Maheshwari	II
15	14936	Brij Sundar Sharma	III
17	14921	Chand Narain Raizada	III
19	15324	Chandra I rakash Asthana	III
21	14923	Chheda Lal Agrawal	II
23	14914	Deo Narain Singh	III
27	14202	Hari Mohan Srivastava	III
28	14903	Hari Shankar Maheshwari	II
30	14896	Jagdish Prasad Chaturvedi	III
31	14895	Jamiluddin Ahmad Khan	III
33	16896	Jang Jit Singh	III
34	14901	Jayram Nilkanth Deobhakta	II
35	14897	Jivan Deo Sharma	II
38	14876	(Miss) Kamla Sapru	III
40	14872	Kaushal Kisore Chaturvedi	III
42	14885	Kishan Lal Gupta	III
43	14892	Krishan Pal Singh Yadava	III
44	14857	Krishna Mohan Saxena	III
45	4803	Krishna Swaroop Saksena	II
47	14875	Kunwar Bahadur Jain	III
49	14868	Lakshmi Narayan	III
50	14867	Magan Behari Lal	III
51	15304	Mahendra Pratap	III
52	14861	Mahesh Chandra Jain	II
53	14866	Mahipal Singh Chauhan	III

Roll No	Enrollment or Reference Number	N A M E	Division
Agra College, Agra (C incld )			
54	14864	Mahmudul Zafar Khan	III
55	14870	Manharan Lal Dube	III
57	15306	Mirza Akhtar Hasan Kizilbash alias Mirza Aftab i Alam Kizilbash	II
59	14860	Mul Ch and Agrawala	III
61	14850	Naresh Chandra Chaturvedi	II
62	14851	Naresl Chandra Mishra	II
63	14858	Narottam Prasad Sharma	II
65	15149	Nathoo Ram	III
66	14852	Nemi Chand Jain	II
67	14859	Nirmal Chandra Majumdar	II
68	14857	Nirvikar Baslas	III
71	14837	Raghubir Sewak D kshit	II
72	14838	Raghu Nandan Garg	III
73	14823	Raghu rath Singh	II
74	14829	Raj Bahadur Saksena	II
76	14834	Rajendra Kumar	II
77	14824	Raj Narain Saxena	II
80	14816	Ram Narain Mehrotra	III
81	14831	Ram Prasad Sexena	II
85	14791	Satya Narayan Dubey	II
86	14792	Sewa Ram	III
87	14810	Shaikh Abdul Moquit	II
89	14800	(Miss) Shivani Bagchi	I
90	14811	Shiv Dayal Gupta	III
91	14815	Shree Bhagwan Agarwal	III
92	14807	Shree Mohan Dwivedi	II
93	14799	Shri Kishan	III
94	14803	Shri Krishna Gupta	III
95	14814	Shyam Ratna Gupta	II
96	14808	Suraj Bhan Upadhyay	II
98	14813	Surendra Pratap Singh Chauhan	III
99	15305	Tirbhawan Narayan Dar	II
100	14784	(Miss) Vimla Sethi	II

Roll No	Enrolment or Reference Number	N A M E	D v i s i o n
<i>St. John's College, Agra</i>			
102	14238	Bharat Bhushan Agarwal	II
103	14239	Bijai Singh	II
104	14240	Bikram Singh	III
106	14241	Chandra Bhan Singh Dikshit	III
107	142 2	Chandra Datta Sharma	III
108	14243	(Miss) Daisy Nelson	III
111	14247	Dev Dutta Bhargava	III
112	14248	(Mrs ) Ganga Devi Mehra	III
113	14249	Gopal Das Bajaj	II
114	14250	(Miss) Iris Evangeline Lyall	II
115	14251	Jagdish Prasad Kacker	II
116	14252	Lakshmi Chand Jain	III
118	14254	Magan Lal Chaudhri	III
120	14256	Mohammed Zamir	III
122	14257	Pratap Singh	III
124	14259	Raghunath Prasad Gautam	III
126	14 62	Ram Charan Mahendra	II
129	14264	Ram Swarup Sharma	III
132	14272	S M Zair Rizvi	II
133	14267	Som Kant Shukla	III
134	14275	Sureshwar Sahay	II
135	14268	Syed Akhtar Husain	II
137	14270	Syed Athar Ali	III
138	14274	Syed Hasan Ahmad Naqvi	III
139	14271	Syed Mohammad Yunus	III
140	14 73	Syed Tasadduq Ali	II
141	14276	Theodore Tewari	II
143	14278	Udai Bhan Singh Yadava	II
145	14280	Virendra Singh	III
146	14281	Wali Ahmad	II
<b>TEACHERS</b>			
152	T3917	Ganes' Lal Athasiya	Teacher, Muttra III
154	T3919	Ishwari Datt Pant	D nd 1 st (Almora) III
157	T3922	Khyali Ram Sharma	Mahola (Hamirpur) III

Roll No	Enrolment or Reference Number	N A M E	P L A C E	Division
164	T3929	Ram Anugrah Singh	Teacher Singramau (Jaunpur)	III
168	T3933	Shri Ram Sharma	Firozabad (Agra)	III
171	T3936	Virendra Verma	Aligarh	II

## Meerut College, Meerut

201	14023	Abdul Shaheed Khan		III
203	14024	Abid Husain		II
204	14025	Akhtar Husain Barni		III
207	13428	Anand Swarup		III
209	14030	Ashwini Kumar Vashishtha		III
212	14034	Baljit Singh		III
213	14035	Basant Lal		III
215	14037	Bhagwan Das Verma		III
216	14038	Bhagwati Prasad		II
217	14039	Bharat Bhushan Gupta		III
218	14040	Bhawani Shanker Sharma		III
220	14042	Bimal Prasad		III
222	14044	Brij Bhushan Saran		III
223	14045	Brij Nandan Kansal		II
226	14046	Chandra Pal Singh Tevatia		III
227	14047	Chandra Prakash		III
229	14051	Dal Chand		II
231	15295	Dashrath Singh Chauhan		III
232	14053	Daya Prakash Goel		III
233	14055	Dharam Vir Premi		II
235	14057	Dip Chand Sharma		III
237	14060	Gautam Deva Sharma		II
238	14061	Ghana Nand Thapliyal		III
240	14064	Gopal Narain Saxena		II
241	14065	Gopi Nandan Lal		III
242	14066	Harbansh Lal Sharma		II
243	14067	Har Devari Lal		I
246	14071	Indreshwar Prasad Saxena		II
247	15316	Iqbal Husain Khan		III
248	14072	Jado Ram		III

Roll No	Enrolment or Reference Number	N A M E	D iv is ion
<b>Meerut College Meerut —(Contd)</b>			
249	14073	Jado Ram Sharma	III
250	14074	Jagdish Prasad	III
251	14075	Jagdish Prasad Jain	III
253	14077	Jagraj Singh Sirohi	III
255	14079	Janardhan	III
256	14080	Jeet Narayan Vatsya	II
257	14082	Jyoti Pershad Gaurh	II
259	14083	Kailash Chandra Pant	III
260	14084	Kailash Rai Bhatnagar	II
261	14085	Kamakshya Prasad Roy	II
262	14086	Kameshwar Prasad Dikshit	II
264	14088	Kashi Ram Singhal	III
265	15321	Kewala Nand Tripathi	III
267	15279	Kirti Chandra	III
269	14091	Kr Ram Singh Pradhan	III
270	14093	Madan Mohan Mangalik	III
271	14095	Mahabir Singh Tyagi	II
272	14096	Mahadeva Prashad Saxena	II
273	14100	Mahendra Singh Verma	III
274	14099	Mahendra Pal Saxena	II
276	14102	Mansha Ram Gupta	II
277	14103	Mitra Pal Singh	III
278	14104	Mitra Sen	III
279	13508	Mohammed Akhter Zaman Khan	III
281	14111	Muhammad Saeed Khan	II
282	14110	Muhammad Saeed Ahmad	III
283	14112	Muhammad Sibte Faruq Faridi	II
284	13518	Muhammad Zafaryab Alam Siddiqi	II
288	14113	Naresh Chandra Sharma	III
290	14115	Om Prakash	III
291	14116	Om Prakash Gupta	III
292	14117	Om Prakash Sharma (Primus)	III
294	15280	Om Prakash Singhal	III
297	14121	Perkash Chandra Maheshi	II
299	13533	Prem Chand Tandon	III



Roll No	Enrolment Number	N A M E	Division
Meerut College Meerut — (Contd)			
301	14125	Purushottam Singh	III
302	14126	Radhey Shyam	III
303	14127	Radhey Shyam Vimal	III
304	14128	Raghu Bansh Singh	III
305	14129	Raghnath Singh	III
306	14130	Rajendra Kumar	III
307	14131	Rajendra Kunwar Garg	II
308	14132	Raj Kumar Gupta	III
309	14133	Raj Narain	II
311	14135	Rama Gopal Sharma	II
312	14136	Rama Nand Agarwala	III
313	14817	Ram Narain Singh	II
315	14137	Ramesh Chandra Saxena	I
319	14142	Ranjit Singh	III
321	14144	Ravi Chand Jain	III
322	14154	Sa yid Jalilul Hayi	III
326	14148	Satish Prasad Singhal	III
331	14151	Shri Krishna Bhatnagar	III
333	14153	Shri Nivas Sharma	III
337	14157	Subhwant Rai	III
338	14158	Sukhb r Singh	III
341	14163	Syed Fakhru'l Islam	II
343	14164	Tara Chand Jain	III
346	14167	Udai Bix Singh Verma	III
347	14168	Ved Prakash Gupta	III
349	14170	Vikram Singh	III
350	14171	Virendra Singh Bansal	III
351	14172	Vishnu Bha rwan Singh	III
352	14173	Vishnu Prasa l Singhal	II
354	14175	Yag Dutt Sharma	III

## TEACHERS

357	T39127	Brij Lal	Teacher Muzaffarnagar	II
360	T39130	Dharma Nand Pant	Lansdowne (Garhwal)	III
362	T39132	Har Prasad Sharma	Dehra Dun	II
367	T39137	Ram Charan Das Tiagi	Muzaffarnagar	II

Roll No	Enrolment Number	N A M E	PLACE	D ivision
COMPARTMENTAL CANDIDATE				
Meerut College Meerut				
379	10407	Chandra Bhan Gupta		P
Christ Church College, Cawnpore				
388	14511	Abom Kumar Ghosal		II
389	14514	Aftab Ahmad Khan		II
390	14515	(Miss) Amita Ganguly		II
391	12510	Azhar Ali Faruqi		III
39	14517	Bashir Ahmad Quraishi		II
393	14518	Basil Vivian Paul		II
395	14521	Gopal Nath Tandon		II
397	14523	Hari Har Saran Nigam		III
398	14524	Jagannath Singh		II
400	14527	Kali Pado Roy	"	III
401	14529	Kalka Prasad Misra		III
402	14528	Khwaja Abdul Ahad		II
404	14531	(Miss) Leela Srivastava		II
405	14535	(Miss) Marjorie Vera Sadique		II
406	14532	Mohamed Omar		III
409	14538	Pratap Narayan Misra		III
410	14539	Prayag Naram Tandon		I
412	14542	Rajendra Bahadur Singh		III
413	14543	Rajeshwari Prasad Nigam		III
414	14541	(Miss) Romola Amrita Chatterji		II
416	14548	Sheo Ratan Lal Gupta		III
417	14545	Shiva Nath Dixshit	---	III
418	14550	Shree Narain Shukla	---	III
D A V College Cawnpore				
421	15106	Ambica Prasad Jasvaul		II
425	15110	Bal Krishna		II
426	15111	Bal Krishna Mukund Khanwalkar	"	II
427	15112	Bhagirath Misra	---	II
428	15113	Bhanu Prakash		II
430	15114	Bipat Prasad		II

Roll No	Enrolment Number	N A M E	Division
<b>D A V College Cawnpore —(Contd )</b>			
43-	15116	Chandrapal Singh	III
433	15117	Chandra Shekhar Bajpai	III
434	15118	Chandra Shekhar D kshit	III
435	15119	Deo Sharma Misra	II
437	15121	Devi Singh Chauhan	II
440	15123	Girjanandan Lal	III
441	15125	Gokul Prasad Singh	III
442	15127	Harinath Agnihotri	III
443	15128	Harish Chandra Kapoor	II
444	15126	Harkaran Nath Nigam	III
445	15129	Indra Deo Misra	II
446	15131	Indra Narain Kapoor	III
448	15134	Kailash Nath Dixit	III
450	15136	Keshav Madhav Khanwalker	III
451	15137	Kesho Ram Bhaskar	III
457	15138	Krishna Morari Sahai Saxena	II
456	15142	Mahesh Pershad Srivastava	III
457	15143	Mata Prasad Pathak	III
458	15144	Mewa Lal Khare	II
459	15146	Mool Chand Gupta	II
461	15319	Mukat Behari Lal Jauhari	II
463	15148	Munna Lal Gupta	III
464	15150	Niranjan Swarup Mathur	II
465	15151	Onkar Shanker Vidyarthi	I
466	15152	Phool Chand	III
467	15154	Prem Narain Shukla	III
468	15155	Pyare Lal Gaur	III
469	15156	Raghubar Saran Saxena	III
472	15160	Rajendra Nath Uberoi	II
473	15162	Rajendra Singh Rathor	III
474	15329	Raj Kishore Mishra	III
475	15158	Raj Kumar Trivedi	III
478	15172	Ramesh Singh Verma	III
479	15164	Ram Krishna Tripathi	II
481	15167	Ram Mohan Upadhyay	III

Roll No	Enrolment Number	NAME.	Division
<b>D A V College, Cawnpore —(Concl'd)</b>			
482	15168	Ram Narain Shukla	III
483	15170	Ram Satiwan Gupta	III
484	15169	Ram Sewak Gupta	III
485	15165	R K Jugesh Chandra Sinha	III
486	15173	Satya Narain Agrawala	III
487	15174	Satya Sagar Sharma	II
488	15175	Shanti Prakash	III
489	15176	Shanti Swarup	II
490	15177	Shiva Bahadur Singh	II
493	15181	Shyam Sundar Bansal	II
494	15184	Sukhendrapal Singh	II
495	15185	Sunil Kumar Sinha	II
496	15186	Suraj Prakash Mathur	II
497	15187	Uma Shanker Vajpey	III
498	15188	Vidhu Bhushan Dikshit	III
499	15189	Vidya Bhushan Srivastava	II
501	15190	Vidya Shankar Srivastava	II
502	15191	Vishwa Nath Prasad Malviya	II

## TEACHERS

503	T39149	Aijazul Hasan Ansari	Teacher Allahabad	II
508	T39154	Chhotey Lal Sharma	, Cawnpore	III
509	T39155	Har Har Pandey	, Benares	III
511	T39157	Jagpat Singh	, Banda	III
513	T39159	Oudh Bihari Lal Srivastava	, Allahabad	III
523	T39160	Umanath Pande	, Cawnpore	III

## WOMEN CANDIDATES

524	W3911	(Miss) Dorothy T Jones	Resident, Cawnpore	III
525	W3912	(Miss) Hazel Mavis Bobb	, Lucknow	III
527	W3914	(Miss) Phyllis Noreen Cecil Cunningham	, Naini Tal	II
529	W3916	(Miss) Sarala Srivastava	, Cawnpore	II
530	W3917	(Miss) Sarla Rani	, do	III
531	W3918	(Miss) Shanti Kumari	, Rai Bareilly	III

Roll No	Enrolment Number	N A M E	PLACE.	Division
<b>COMPARTMENTAL CANDIDATES</b>				
<b>Christ Church College Cawnpore</b>				
533	112511	Bimal Chandra Dey Sircar ..		P
534	11258	Mathura Prasad Srivastava		P
<b>D A V College Cawnpore.</b>				
535	13109	Bal Krishna Misra	..	P
536	13158	Onkar Singh		P
537	13185	Sachchidanand		P
<b>Bareilly College Bareilly</b>				
547	14329	Azwer Ali		III
549	14331	Bisheshwar Singh		III
550	14337	Brij Raj Pant		III
551	14333	Chhail Behari Lal Gupta	.	III
552	14334	Chhatra Pati Chowdhry		III
554	14336	Fazal Hosain Farooqi		II
555	14337	Ganesh Narain Khanna		III
559	14340	Harī Krishna		III
561	14342	Imdad Hasan Siddiqi		III
562	14343	Ishwar Saran Srivastava		II
564	1436	Jai Kumar Misra		III
565	14349	Khalil Ur Rahman		III
569	14350	Kripa Nandan		II
571	14352	Krishan Chandra Upreti		III
572	14353	Krishna Kumar Misra		III
575	14356	Madan Mohan		III
577	14358	Mahesh Chandra Chatterjee		III
578	14359	Mahesh Chandra Verma		II
580	14361	Manzurul Haq Khan		III
581	1436	Md Izzat Yar Khan		III
583	14364	Mohammad Jamil Ahmad		II
584	14371	Mohd Muqaddas Husain		III
586	14366	Mohammad Shafique Qureshi		III
592	14373	Naseem Adil		II
593	14374	Nirankar Dev Sewak		III

Roll No	Enrolment Number	NAME	Division
<b>Bareilly College, Bareilly — (Concl'd)</b>			
*606	14388	Ram Krishna	II
610	14392	Satya Prakash Mathur	III
611	14393	Shanti Swarup Chaudhari	III
615	14398	Syed Mahbub Hasan	II
617	14400	Tara Charan Rastogi	III
619	14402	Udit Narayana Srivastava ..	III
621	14405	Upendra Lal Mozumdar ..	III
622	14406	Venktesh Chandra Pande	III
623	14407	Vinod Singh Bhatnagar	III
625	14409	Wahid Husain	II

## TEACHERS

627	T39173	Ashraf Ali Khan	Teacher, Bareilly	II
631	T39177	(Miss) Manorama Mukerji	, Landaur, Mussoorie	III
634	T39180	Pitambar Pande	, Almora	II
636	T39182	Sundar Lal Sharma	, Bareilly	III

## WOMAN CANDIDATE

639	W3921	(Mrs) Laxmi Pande	Resident, Moradabad	III
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## COMPARTMENTAL CANDIDATE.

## Bareilly College Bareilly

641	12101	Nandan Singh Jauhari		P
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## Holkar College Indore

650	14693	Baboo Lal Jainarayan Baheti		II
653	14696	Balchand Jain		III
654	14697	Balkrishna Rajaram Dube		II
655	14698	Balwant Rakhmajji Sangle		III
659	14702	Beni Prasad Saksena		III
*662	14704	Chandmal Mehta		II
663	14705	Damodardas V Nagar		II
664	14706	Dattatraya Bhope		III
*665	14707	Deepchandra Jain		

\*Also passed in the Additional optional paper of the vernacular

Roll No	Enrolment Number	N A M E .	Division
<b>Holkar College Indor* —(Concl'd )</b>			
656	14708	Deo Kumar Singh K. Kashiwal	III
667	12798	Dinkar Vinayak Rao Pabalkar	III
668	14709	Ganpat Bapurao Dharmadhikari	II
669	14710	Govind Narayan Kokil	III
671	14712	Gulab Chandra Kashiwal	II
673	14714	Haziq Ali	III
674	14715	Hira Lal Bhati	III
675	14716	Jaikishan Pandharinath Mahajan	II
676	14717	Jankilal Pandit	III
*678	14719	Kailash Chandra Jain K	II
679	14720	Kailash Narayan Shivashankar Joshi	III
680	14721	Kamalakar Kesharao Kemker	II
681	14724	(Miss) Khorshed Aderbad Lakdawala	II
683	14726	Laxman Hari Chiplunkar	III
684	14727	Madanlal Sinval	III
687	14730	Mahabir Singh Baldeo Singh Kachhawaha	II
688	14731	Manoharlal Pyarelal Varma	III
689	14732	Martand Raghunath Vivarcker	II
690	14733	Mohammad Abdul Rehman Khan	III
692	14735	Narayan Motilaljee Gupta	III
693	14736	Narbada Prasad Sakalle	III
695	14738	Pandharinath Ghisaji Chourey	III
*696	11458	Prabhakar Waman Urdhwareshe	II
698	14740	Raghunath Mahadeo Lonkar	III
702	14744	Rajeshwar Prasad Bhargava	III
703	14746	Ramesh Chandra Vinayakrao Joshi	III
705	14745	Ram Singh Rathore	III
706	14748	Ratanlal Shah	III
707	14749	Sameermai Dastia	III
*708	14750	Sarasvati Chandra Kashiwal	II
709	14751	Satchidanand Damodar Apte	II
711	14753	Seetaram Kalani	III
713	14755	Shivashanker Rawal	II
714	14756	Shrinath Dass Sharma	III

\* Also passed in the Additional optional paper of the vernacular

Roll No	Enrolment Number	N A M E	Division
<b>Holkar College, Indore — (Concl'd)</b>			
717	14759	Syed Mohammad Asghar Husen	II
718	14760	(Miss) Tehamina Ardeshtir Marfatia	III
722	14766	Vasant Shankar Tave	III
723	14768	Vasudeo Keshao Rao Vyas	III
7-4	14767	Vasudeo Vithal Kulkarni	III
7-5	14769	(Miss) Vijaya Laxmi Srinivas Dravid	III
7-6	15299	Vithal Bhujang Kurwaliker	III
7-7	14770	Waman Govind Nark	III
728	14771	Yashwant Rao Pandit	II

## TEACHER

729	T39183	Basanti Lal Dayashankar Sharma	Teacher, Nalkhera (Gwalior)	II
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## INSPECTOR

735	I 394	Bhawani Shanker	Inspector Udaipur	III
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## COMPARTMENTAL CANDIDATES

**Holkar College, Indore**

736	12838	Ram Chandra Balwant Godbole		I
737	9594	Shri Krishna Shankar Tiwari		I

**Maharaja's College, Jaipur**

741	14554	Abdul Raoof Khan		II
742	14555	Abrar Hasan		III
744	14557	Amrur Dan Bareth		II
747	14560	Beni Prasad Chaturvedi		II
749	14561	Bhanwar Singh Shekhawat		II
750	14562	Birendra Bir Baj Jain		II
753	14567	Brij Raj Kumar Bhatnagar		II
754	14568	Chhail Behari Lal Mathur		III
756	14571	Ganga Sahai Sharma		III
758	14573	Gobind Sharan Purohit		II
759	12452	Gopal Lal Sharma		III
760	14575	Gopal Narayan Bhawan		III
761	14376	Gopal Sahai Sharma		III
763	14579	Gulab Chand Meena		III



Roll No	Enrolment Number	N A M E	Division
<b>Maharaja's College Jaipur - (Concld)</b>			
765	14582	Keshava Narain Mishra	III
766	14584	Laxman Prasad Vaish	III
770	14587	Mol ammad Misbah Uddin	III
773	14590	Narendra Mohan Saxena	II
775	14593	Narsingh Swaroop Saxena	III
776	14594	Prakash Chandra Jain	II
777	14595	Radl eshyam Agrawal	III
780	14601	Ram Sahay Purohit	III
784	14605	Ronald Alexander	II
786	14611	Shiv Ratan Mal eshwari	II
788	14610	Shyam Sundar Lal Sharma	III
789	14612	Someshwar Sharma	III
791	14614	Sumer Singh	III
793	14616	Triloki Nath Consul	III

## TEACHERS

805	T3900	Ram Swarup Vashisht	Teacher Bissau (Jaipur)	III
807	T3900	Suraj Narain Mathur	Khetri (Jaipur)	III

## WOMAN CANDIDATE

809	W304	(Mrs) Sheil Vati Gupta	Resident Jaipur	III
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## Christian College Indore

825	1464	Baburao Sharad Singh Patil		III
827	14623	Bansilal Jain		II
829	14626	Bhaskar Narayan Phadke		III
*831	1468	Chandrakant Ranganath Ranadive		III
833	14630	(Miss) Dolly Nad rashah Manekshah		II
834	14631	Fazal Ahmed		II
835	14632	Ganpatrao Ramchandrarao Salunkhe		III
*836	14633	Gaurishankar Tripathi		II
837	14634	Govind Singh P Chowhan		III
838	14635	Govind Soma D isane		III
*839	14636	Janardan Kashinath Luktuke		II
841	14638	(Miss) Kamla Canara		III

\*Also passed in the Additional optional Paper of the vernacular

Roll No	Enrolment Number	N A M E	Division
<b>Christian College, Indore — (Concl'd)</b>			
843	14650	K Venkata Rama Ayyar	II
846	14642	Masihuddin Ahmed Sohrwardy	III
847	14643	(Miss) Najoo Godrez Edulbehram	III
*848	14644	Narhari Vishnupant Chandwaskar	III
850	14647	Padhya Babulal Vasantlal	III
851	14648	Pratap Narain Shingal	III
*852	14649	Purushottam Shankar Joshi	III
853	14650	Ram Krishna Mushfique	III
854	14652	Samartha Sinha Banthia	II
856	14654	Shaktidan Sinha	III
857	14655	Sitaram Balvant Dikshit	III
858	14656	Stephen Alfred Abraham	III
860	14658	(Miss) Tara Krishnarao Dongrey	II
861	14660	Vinaykant Gopaldas Gandhi	III

## TEACHERS

865	T39403	Kundan Lal Doongarwal	Teacher, Udaipur	III
868	T39406	Ram Chandra Dubey	" Ujjain	II
871	T39409	Ram Narain Moti Lal Sharma	Teacher Indore	II

## COMPARTMENTAL CANDIDATES

## Christian College, Indore

874	12695	(Miss) Durgadevi Gajanan Pandit	"	I
875	12698	Govind Krishna Rao Zope	"	I

## S D College, Cawnpore

883	14952	Avinas Chandra Saxena	"	II
884	14953	Babu Ram Shukla	"	II
885	14956	Bhagwat Datta Gaur	"	II
*890	14962	Deen Dayal Upadhyaya	"	I
892	14964	Gopi Chandra Gupta	"	II
895	14967	Ishwar Chandra Nigam	"	III
896	14971	Jagannath Mehrotra	"	III
899	14972	Jagdishi Narain Bajpai	"	III

\*Also passed in the Additional optional paper of the vernacular

Roll No	Enrolment Number	N A M E	PLACE	Division
S D College, Cawnpore — (Concl'd)				
900	14970	Johri Lal Goyal		III
901	10341	Joti Prasad		II
903	14974	Kripa Narain Asthana		II
906	14976	Manik Chandra Trivedi		II
907	14979	Nand Kishore Sharma		II
908	14980	Narain Singh Sengar		III
909	14981	Nawab Ali Qureshi		III
910	14982	Prabhu Dayal Shukla (Primus)		III
911	14983	Prabhu Daya' Shukla (Secundus)		II
912	14984	Radha Krishna Gupta		III
914	14987	Radhey Shyam Tandon		II
916	14989	Raghubir Sahai Hitkari		III
918	14990	Raghu Raj Prasad Dwivedi		I
919	14992	Rajendra Prasad Kulshreshtha		III
920	14994	Ram Baboo Singh Chauhan		III
923	15003	Ram Narain Sharma		III
924	15314	Said Ahmad Faruqi		III
926	14998	Shiva Charan Sharma		II
927	14999	Shiva Sant Bajpai		III
928	15000	Shyam Narain Nigam		III
929	15001	Shyam Sundar Lal Asthana		III
930	15002	Sri Ram Jalotey		II
931	15003	Sumer Chandra Gupta		III
932	15004	Sunder Singh Bhandari		III
933	15005	Tri Bhawan Kumar Chaturvedi		II
934	15007	Ulfat Ram Gupta		III

## TEACHERS

941	T39416	Hazari Lal Jain	Teacher Jhansi	II
943	T39418	Madhava Prasad Sharma	Mahoba	III
944	T39419	Raja Ram Gupta	Gangohi (Saharanpur)	II
945	T39420	Shambhu Ratan Shukla	Hardoi	III

## COMPARTMENTAL CANDIDATE

## S D College Cawnpore

949	11953	Swami Dayal Tripathy		P
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Roll No	Enrolment Number	N A M E	Division
<b>Government College, Ajmer</b>			
956	13983	Abdul Hakim	III
958	13988	Bheekha Bheel	III
959	13987	Bisheshwar Nath Kashnap	II
960	13989	Brahma Swaroop Gupta	II
961	13991	Gauri Shankar Sharma	II
963	12740	Ishwar Dayal Bhargava	III
964	13994	Jagdish Naram Mehra	II
965	13995	Jamaluddin	II
967	13999	Moinuddin	II
969	14001	Ramesh Chandra Bhargava	III
970	14009	Rashied Ahmad	III
971	14010	Ruknuddin Ahmad Quraishi	II
977	14018	Syed Farid Ahmad	III
980	14021	Vrajlal Laxmi Shanker Pancholi	III
<b>Mayo College, Ajmer</b>			
981	14325	(Maharaj Kumar) Dikvijai Singh	III
<b>Dungar College, Bikaner</b>			
983	14212	Dhan Raj Jain	III
984	14213	Hans Raj Mehra	III
985	14236	Jagdish Prasad Sharma Dixit	II
986	14214	Jaswant Singh	III
987	14215	Jhanwarlal	III
988	1249	Kan Din	III
989	14216	Kanwar Chand Jain	III
990	14217	Kushila Ram Saran	III
995	1435	Mukut Belari Lal	II
996	142	Nand Kishore	III
997	1426	Raj Kumar Jain	III
999	14228	Satya Prakash Gupta	I
1001	14230	Shiva Chandra Verma	II
1002	1433	Sh Zameer Ahmad Karim	II
1003	1431	Thakur Kumer Singh	III
1004	143	Vedico Lal Sharma	III

Roll No.	Enrolment Number	NAME		Division
TEACHERS				
1009	T39428	Hari Ratna Varma	Teacher Bikaner	III
1013	T39432	Keshri Mal Bakliwal	Beawar	III
1014	T39433	Kishan Lal Dube	Ajmer	II
1015	T39434	(Miss) Mary D Souza	do	II
1016	T39435	(Miss) Mary Jacob	do	III
1020	T39439	Roshan Lal Jain	Bikaner	II
WOMEN CANDIDATES				
1023	W3950	(Miss) Christina Baptist	Resident, Ajmer	III
1024	W3951	(Miss) Mercy David	do	III
COMPARTMENTAL CANDIDATE				
Government College Ajmer				
1027	9651	Pnshpendra Rai V Desai		P
Victoria College Gwalior*				
1033	14438	Badri Prasad Srivastava		III
1034	14436	Bhagwan Lal Pandey		III
1035	14441	Damodar Das Tiwari		II
1036	14442	Dattatrya Gangadhar Dhekare		III
1037	14443	Dwarka Prasad Sharma		III
1039	14447	Gopal Trimbak Palsule		III
1040	14450	Janaklal Govila		III
1041	14452	(Miss) Kamal Vinayak Phatak		II
1045	14455	Latif Ahmad Khan		III
1046	14458	Madan Mohan Singh		III
1047	14456	Madhava Vishnu Sathe		III
1049	14457	Mahesh Datta Mishra		III
1052	14461	Mohan Singh		II
1053	14464	Om Prakash Saxena		III
1054	12948	Paras Lal Jain		III
1057	14468	Raghunath Govind Vakil		III
1058	14472	Ramechandra Vyas		II
1059	14470	Ram Sewak Sharma		III
1060	14469	Ram Swarup Verma		III
1061	14471	Rup Kishore Soni		III

Roll No	Enrolment Number	NAME		Division
Victoria College Gwalior —(Concld )				
1062	14479	Sant Prakash Gupta		II
1063	14473	Shaikh Nisar Mohommod		III
1064	14477	Shanti Swaroop Gupta		III
1066	14478	Shiv Sharan Lal Shukla		III
1068	14482	Vasudev Narayan Srivastava		III
1069	14481	Vishnoo Keshava Sapre		II
1071	14484	(Miss) Yamuna Kothari		III
TEACHERS				
1072	T3944*	Ahmad Ali	Teacher, Gwalior	III
1075	T39445	Damodar Pandya	do	III
* 1078	T39448	Nand Kishore	, Umaria (Rewn)	III
1083	T39453	Shambhu Dayal Chaturvedi	, Gwalior	III
1086	T39456	Shri Ram Sharma	, do	III
Jaswant College Jodhpur				
1095	13859	Daulat Singh Champawat		III
1096	13860	Denesh Chandra F Mathur		II
1097	13861	Devi Singh		II
1102	13865	Gouri Shankar Srivastava		III
1103	13868	Goverdhan Mal Lodha		II
1104	13869	Govind Singh Mehta		III
1106	13871	Gurdayal Swaroop Gupta		III
1108	13873	Har Narain Purohit		II
1109	13874	Inder Chand Chapervai		II
1110	13876	Jagnarayan Singh Mertia		III
1111	13875	Jang Bahadur Singh Parihar		II
1112	13877	Kaloo Ram Porwal		II
1113	13878	Kalyan Singh		III
1114	13879	Kan Singh Deora		III
1115	13880	Kishore Chand Bhandari		II
1116	13867	Kr Gopal Lal Purohit		III
1117	13881	Krishan Dutt Vasishta		II
1119	13884	Milap Chand Mathur		III

\*Also passed in the Additional optional paper of the vernacular

Roll No	Enrolment Number	NAME		Division
Jaswant College, Jodhpur — (Concl'd)				
1120	13885	Mohabat Singh Rathore	—	III
1123	13888	Moti Mall Bhandari	—	III
1124	13889	Mukan Chandra Mathur	..	II
1125	13890	Nag Singh Champawat	..	III
1126	13891	Nain Mal Jain	..	II
1128	13893	Paras Mal Mehta	—	III
1129	13894	Radha Krishana Bohra	..	III
1130	13895	Ramesh Prasad Gupta	..	III
1131	13896	Roop Singh Bhati	..	III
1132	13897	Sahas Karan Madhana	—	II
1133	13898	Sohan Lal Taparia	..	II
1135	13900	Sultan Mal Jain	..	II

## TEACHERS

1138	T39460	Bijey Raj Bhandari	Teacher, Rajmahal (Jodhpur)	III
1139	T39461	Ganpat Singh Mehta	— " Jodhpur	III
1140	T39462	Jagannath Mathur	— " do	III
1141	T39463	Kripa Narayan Mutha	— " do	III
1146	T39468	Parash Mall S Mehta	— " do	III
1147	T39469	Parmanand Sharma	— " do	III
1148	T39470	Shyam Sundar Lal Vyas	— " do	II
1149	T39471	Ugam Raj Jain	— " do	III

## St Andrew's College, Gorakhpur

1158	13943	Akshaihar Lal	—	III
1159	13944	Atma Prasad	—	III
1160	13945	Bhagwan Prasad Saxena	—	II
1161	13946	Bishwa Nathji Srivastava	—	III
1162	13948	Chandi Prasad Agarwal	—	III
1163	13950	Desmond Arthur White	—	I
1164	13952	Hardeo Prasad	—	II
1166	13953	Janardan Prasad Mishra	—	III
1168	13954	Keshi Bhan Rai	—	III
1169	13955	Keshri Prasad Srivastava	—	II
1173	13961	Prabha Shanker Goel	—	III
1175	13963	Ram Harsh Chaturvedi	—	III

Roll No	Enrolment Number	NAME		Division
Victoria College Gwalior —(Concl'd)				
1062	14479	Sant Prakash Gupta		II
1063	14473	Shaikh Nisar Mohommod		III
1064	14477	Shanti Swaroop Gupta		III
1066	14478	Shiv Sharan Lal Shukla		III
1068	14482	Vasudev Narayan Srivastava		III
1069	14481	Vishnoo Keshava Sapre		II
1071	14484	(Miss) Yamuna Kothari		III
TEACHERS				
1072	T3944 <sup>2</sup>	Ahmad Ali	Teacher Gwalior	III
1075	T39445	Damodar Pandya	do	III
* 1078	T39448	Nand Kishore	Umaria (Rewn)	III
1083	T39453	Shambhu Dayal Chaturvedi	Gwalior	III
1086	T39456	Shri Ram Sharma	do	III
Jaswant College, Jodhpur				
1095	13859	Daulat Singh Champawat		III
1096	13860	Denesh Chandra F Mathur		II
1097	13861	Devi Singh	"	II
1102	13865	Gouri Shankar Srivastava		III
1103	13868	Goverdhan Mal Lodha		II
1104	13869	Govind Singh Mehta	"	III
1106	13871	Gurdayal Swaroop Gupta		III
1108	13873	Har Narain Purohit		II
1109	13874	Inder Chand Chaperval	"	II
1110	13876	Jagnarayan Singh Mertra	"	III
1111	13875	Jang Bahadur Singh Parihar	"	II
1112	13877	Kaloo Ram Porwal	"	II
1113	13878	Kalyan Singh	"	III
1114	13879	Kan Singh Deora	"	III
1115	13880	Kishore Chand Bhandari	"	II
1116	13867	Kr Gopal Lal Purohit	"	III
1117	13881	Krishan Dutt Vasishta	"	II
1119	13884	Milap Chand Mathur	"	III

\*Also passed in the Additional optional paper of the vernacular



Roll No	Enrolment Number	NAME	Division
<b>Jaswant College, Jodhpur — (Concl'd)</b>			
1120	13885	Mohabat Singh Rathore	III
1123	13888	Moti Mall Bhandari	III
1124	13889	Mukun Chandra Mathur	II
1125	13890	Nag Singh Champawat	III
1126	13891	Nain Mal Jain	II
1128	13893	Paras Mal Mehta	III
1129	13894	Radha Krishana Bohra	III
1130	13895	Ramesh Prasad Gupta	III
1131	13896	Roop Singh Bhati	III
1132	13897	Sahas Karan Madhana	II
1133	13898	Sohan Lal Taparia	II
1135	13900	Sultan Mal Jain	II

## TEACHERS

1138	T39460	Bijay Raj Bhandari	Teacher	Rajmahal (Jodhpur)	III
1139	T39461	Ganpat Singh Mehta		Jodhpur	III
1140	T39462	Jagannath Mathur		do	III
1141	T39463	Kripa Narayan Mutha		do	III
1146	T39468	Parash Mall S Mehta		do	III
1147	T39469	Parmanand Sharma	,	do	III
1148	T39470	Shyam Sundar Lal Vyas	,	do	II
1149	T39471	Ugam Raj Jain	---	do	III

## St Andrew's College, Gorakhpur

1158	13943	Akshaibar Lal	---	---	III
1159	13944	Atma Prasad	---	---	III
1160	13945	Bhagwan Prasad Saxena	---	---	II
1161	13946	Bishwa Nathji Srivastava	---	---	III
1162	13948	Chandi Prasad Agarwal	---	---	III
1163	13950	Desmond Arthur White	---	---	I
1165	13952	Hardeo Prasad	---	---	II
1166	13953	Janardan Prasad Mishra	---	---	III
1168	13954	Keshi Bhan Rai	---	---	III
1169	13955	Keshri Prasad Srivastava	---	---	II
1173	13961	Prabha Shanker Goel	---	---	III
1175	13963	Ram Harsh Chaturvedi	---	---	III

Roll No	Enrolment Number	N A M E	D i v i s i o n
<b>St Andrew's College, Gorakhhpur — (Concl'd)</b>			
1176	13964	Ram Lal Gupta	III
1177	13970	Shanker Prasanna Bhattacharya	II
1178	13971	Surya Deo Misra	II
1179	13972	Thakur Prem Prakash Singh	III
1181	13974	Victor Kalyan Singh	III

## TEACHERS

1185	T39475	Gayatri Prasad	Teacher, Gyanpur (Benares State)	II
1186	T39476	Muhammad Zahur Ahmad Khan	" Gorakhpur	II
1187	T39477	Ram Anjor Misra	" Majhauji Raj (Gorakhpur)	III
1191	T39481	Sita Ram Misra	" Dhanu (Gorakhpur)	III
1192	T39482	Vishwa Nath Tiwari	" Padrauna (Gorakhpur)	III

## COMPARTMENTAL CANDIDATE

## St Andrew's College, Gorakhpur

1193	12383	Sayid Nurul Hasan Rizvi	-	P
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## Agra College Agra

1196	13637	Amar Nath Sharma	---	III
1197	13657	Basu Dev Gupta	---	III
1201	13703	Kishen Chandra	---	III
1205	13747	Ram Ratan Gupta	---	II
1206	13734	Ranbir Singh Yadav	---	III
1207	13752	Santi Sarup Saxena	---	III
1208	13758	Shri Nath Dev Yadav	---	III
1209	13759	Shri Rani Sharma	---	III
1210	13772	Vidya Ram	---	III

## St John's College, Agra

1212	12607	Azizul Hakim	---	III
1214	12635	Mohd Hifzul Qadeer Siddiqi	---	III
1216	12639	Peetamber Datt Pande	---	III
1217	12642	Ram Sambar Shukla	---	III
1218	12646	Shiva Raj Singh Chauhan	---	III

Roll No	Enrolment Number	NAME		Division
EX STUDENTS				
Agra College, Agra				
1220	9309	Baboo Ram Gupta		III
1223	13661	Bijai Saran		III
1225	2597	Chhote Lal		III
1230	9851	Hira Lal Saxena		III
1233	8502	Jagpat Singh Sharma		III
1236	7235	Muhammad Umar		III
1239	13745	Raghuvansh Behari Lal Mathur		III
1243	8534	Rameshwar Singh		III
1244	9931	Rampal Singh		III
1245	11922	Shyam Mohan		III
St John's College, Agra				
1247	12611	Cecil Luke		III
1248	10215	Kanhaya Lal Pandit		III
1249	12652	Uma Nath Shukla		III
TEACHERS				
1253	T39486	Chhabi Nath Pandey	Teacher Kalakankar	III
1255	T39488	Kamta Parsad Misra	Hapur	III
1256	T39489	Kunwar Birendra Singh	Tikamgarh	III
1260	T39493	Rewa Dhar Mamgain	Pauri (Garhwal)	III
WOMAN CANDIDATE				
1264	W3954	(Miss) Doris Evangeline Herbert Resident	Agra	III
COMPARTMENTAL CANDIDATES				
Agra College, Agra				
1266	13649	Bishambhar Nath Agarwal		P
1267	13644	Brij Kishore Asthans		P
1268	13117	Brij Kishor Mahendru		P
1270	13676	Daulat Ram		P
1272	13792	Dhruva Narain Sharma		P
1273	11861	Ram Prakash Kulshrestha		P
1274	13795	Shyam Narain Asthana		P
1275	11761	Sukhdeo Prasad Chaturvedi		P
1277	13766	Tursan Pal Singh		P
1278	149 0	Vishnugovind Srivastava		P

Roll No	Enrolment Number	NAME.		Division
St John's College, Agra				
1279	12608	Balbir Prasad Bhatnagar	---	P
1281	12640	Raghuber Dayal Raghubansi	---	P
1282	12644	Shiv Charan Lal Agarwal	---	P
TEACHERS				
1283	T39498	Lala Ram Sharma	Teacher, Jhansi	P
1286	T39499	Raghunath Singh Chauhan	,, Fatehgarh	P
Meerut College, Meerut				
1291	5532	Anant Swarup Sharma	---	II
1296	13440	Bisheshwar Dayal	..	III
1300	13468	Hem Chandra	..	III
1301	13794	Indra Vir Prasad	---	III
1302	13471	Jagbhushan Prasad Jain	---	III
1306	13502	Mata Prasad Owdhball	..	III
1307	13524	Om Prakash (Primus)	---	III
1309	13530	Parmatma Sharan (Secundus)	..	III
1311	13540	Rajeshwar Prasad Sexena	---	III
1312	13553	Safdar Husain	---	III
1313	13574	Sayid Kazim Husain	---	III
1315	13585	Vigyanendra Nath Kak	---	III
EX STUDENTS				
Meerut College, Meerut				
1320	11589	Basdeo Sahai Tyagi	..	II
1321	13436	Bhagirath Singh Raghuvanshi	---	III
1324	13444	Chaman Lal	---	III
1326	13463	Har Datt Sharma	---	III
1329	13485	Kailash Chandra	---	III
1330	13493	Kirat Singh Chauhan	---	III
1331	13496	Kundan Lal Jain	---	III
1334	13512	Mohamed Yaqub Baig	---	II
1335	13 07	Mohd Muftaba Husain	---	III
1337	13521	Nand Kishore Karanwal	---	III
1338	13515	Niranjana Lal	---	III
1340	11604	Om Prakash Gupta	---	III
1341	13 8	Parmanand Vidyarthi	---	II
1342	13 38	Rajendra Nath Sharma	---	III
1343	13541	Ram Ratan Sharma	---	III

Roll No	Enrolment Number	N A M E		Division.
TEACHERS				
1352	T39502	Ghayoor Ahmad Siddiqui	Teacher, Meerut	II
1354	T39504	Jyoti Prasad Gupta	„ Khurja	III
1358	T39508	Mohd Hamid Ali Khan	„ Meerut	II

## COMPARTMENTAL CANDIDATES

## Meerut College, Meerut.

1366	13515	Muhammad Hanif	"	P
1369	13581	Tribhuvan Prakash Sharma	"	P

## Christ Church College, Cawnpore

1372	12507	Asad Ali Khan	"	III
1374	12530	Mohammad Athar	"	III
1377	12545	Sayid Rashid Ahmad	"	II

## D A-V College, Cawnpore

1378	12508	Abdus Salam Khan	"	III
1379	13639	Ambika Prasad Sharma	"	III
1380	13107	Babu Ram Katiyar	"	III
1381	13110	Banwari Lal Sinha	"	II
1382	13127	Ghaffar Ahmad	"	III
1386	11256	Madan Gopal Misra	"	III
1387	13147	Madhav Prasad	"	II
1389	13188	Shri Ram Gupta	"	III
1390	13192	Sita Ram Kapur	"	III
1391	13193	Surendra Singh Tomar	"	III
1391	13199	Visheshwar Daval Gupta	"	II

## FA STUDENTS

## Christ Church College, Cawnpore

1395	12516	Hari Shankar Shukla	"	III
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## D A-V College, Cawnpore

1406	5747	Radha Krishna Gupta	"	III
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## TEACHER

1417	T39520	Parmanand Misra	Teacher, Cawnpore	III
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Roll No	Enrolment Number	NAME		Division
WOMEN CANDIDATES				
1422	W 3958	(Miss) Mercy Grace Bose	Resident Hamirpur	III
1423	W 3959	(Miss) Rajeshwari Saxena	Cawnpore	III
COMPARTMENTAL CANDIDATES				
Christ Church College Cawnpore				
1426	12553	Vishwa Nath Prasad	"	P
D A - V College, Cawnpore				
1430	13124	Dharma Vesh Singh	"	P
1431	13125	Gaj Raj Singh	"	P
1432	13126	Ganga Narain Dikshit	"	P
1433	10585	Indra Bahadur Singh	"	P
1438	13167	Raj Narain Asthana	"	P
Bareilly College, Bareilly				
1449	12050	Bakhtyar Hasan	"	III
1451	12076	Jagdish Prasad Misra	"	III
*1452	13042	Jagrup Shanker Saxena	"	III
1461	13074	Ram Krishna	"	III
1463	13082	Sayid Wirasat Ali	"	III
1464	12126	Shyam Kumar Mathur	"	III
1465	12131	Sri Ram Agarwala	"	III
EX STUDENTS				
Bareilly College, Bareilly				
1469	13024	Balbir Narain Khanna	"	III
1473	10079	Hurmat Ali	"	III
*1475	13047	Krishna Prakash	"	III
1476	12089	Kunj Behari Mehrotra	"	III
1477	10102	Md Mohsin Jalil	"	III
1486	7153	Prem Narain	"	III
*1492	10796	Shyam Sunder Lal Saksena	"	III
1497	10149	Syed Manzoor Abbas	"	III
*1498	13099	Tara Chandra Agarwal	"	III

Also Passed in the additional optional paper of the vernacular.

Roll No	Enrolment Number	NAME		Division
TEACHERS				
1499	T39528	Abuzafar Khan	Teacher Budaun	II
1500	T39529	Bhagwat Prasad	Haldwani	III
1503	T39532	Madhusudan Pauria	Haldwani	III
1504	T39533	Mahil Lal Sharma	Tareilpur	III
1507	T39536	(Miss) Violet Massey	Rampur	II

## COMPARTMENTAL CANDIDATES

## Bareilly College Bareilly

1510	12071	Har Swarup Saxena	P
1511	13043	Jainil Prasad Saxena	P
1512	13049	Kunwar Chatar Bhuj Singh	P
1513	13061	Nisar Haider Haidri	P
1518	13097	Syed Azmat Ali	P
1519	13098	Syed Nazar Husain	P

## Holkar College Indore

1522	12788	Brij Mohan Lal Motilal Rawal	III
1523	12791	Dattatraya Sadashiva Kelkar	III
1525	12914	(Mrs) Kamala Vyas	III
1530	12829	Masud Raza Khan	III
1534	13831	Prithupal Singh	III
1535	12839	Rama Chandra Govind Musale	III
1543	12864	Vasanta Balvant Kotasthane	III

## F.A. STUDENTS

1547	12804	Gulab Chandra Jain	III
1552	983	Rajabhai Gangadhar Tambe	III
1553	11430	Kameshwar Shivratna Prasad Pandeya	III
1556	9602	Wasudeo Ganesh Sule	III

## COMPARTMENTAL CANDIDATES

1562	12802	Gopallal Sharma	P
1563	11164	Govind Annaji Ingle	P
1565	12816	Keshrimal Chopra	P

Roll No	Enrolment Number	NAME.	Division
<b>Maharaja's College Jaipur</b>			
1573	11156	Badri Singh	III
1574	12438	Balmukand Singh	III
1575	12440	Bhonri Lal Jain	III
1577	12448	Chaman Lal	III
1578	12449	Chatar Singh Verma	III
1580	12453	Govind Narain Dayama	II
1581	12455	Hari Narain Sharma	III
1583	12467	Manak Chandra Jain	III
1584	12472	Mohammed Abdus Salam	III
1585	12473	Mohan Lal Pareek	III
1587	12478	Norat Mal Ajmera	III
1588	12486	Rama Shanker	III
1589	12488	Ram Chandra Kashiwal	III
1593	12505	Syed Shakir Husain	III
<b>EX STUDENTS</b>			
1596	12445	Bishan Prasad Bhargava	III
1602	12469	Mirza Shamsul Huda Ashraf Gorgani	III
1603	11196	Mohan Prakash Mathur	III
1606	7587	Raghunandan Sahai Verma	III
1607	12497	Roop Narain Mathur	III
1609	12503	Suraj Pal Singh Tomar	III
<b>COMPARTMENTAL CANDIDATES</b>			
1627	11199	Mool Raj Mathur	P
1629	12490	Ram Krishna Gupta	P
1630	12504	Syed Irshad Uddin	P
1631	11231	Syed Muzaffar Ali	P
<b>Christian College Indore</b>			
1635	11301	Bhaskar T Joshi	III
1637	1692	Deokinandan Saxena	III
1638	12694	Digambar Byankatesh Karanjkar	III
1639	12830	Mathura Lal Gupta	III
*1640	12709	Mukund Laxman Vadhalkar	III
1641	12713	Pulkiraj J Shah	III

\*Also passed in the Additional optional paper of the vernacular



Roll No	Enrolment Number	NAME		Division
EX STUDENTS				
Christian College, Indore (Concl'd)				
1646	12685	Amarendra Nath Banerji		III
1649	12696	Elwin Onkar		III
1650	11112	Erach Bomonji Merchant		III
1652	10207	Govind Bhaskar Matapurkar		III
1656	11121	Mohsin Ali		III
1662	12716	Ram Krishna Janardan Karandikar		II
1663	12717	Ramrao Jairam Yeole		III
TEACHERS				
1681	T39563	Pandurang Wasudeo Londhe	Teacher Rampura	III
1686	T39568	Shreelal Upadhyaya	Barwani	II
WOMAN CANDIDATE				
1687	W 3961	(Miss) Beulab R Masih	Resident Indore	II
COMPARTMENTAL CANDIDATES				
1691	12787	Bhuralal Gopal		P
1692	12701	Janki Vallabh Hari Shankar Joshi		P
1693	11374	Kamal Lal Paneri		P
1694	11130	Raghunath Bhasker Naik		P
1695	1062	(Miss) Sushila Siddhanath Nivsarkar		P
TEACHER				
1697	T39569	Mouji Lal Dashore	Teacher Ujjain	P
S D College, Cawnpore				
1700	13290	Braj Raj Singh Gohar (Varma)		III
1702	13303	Jagat Narain Verma		III
1703	13854	Jagdish Narain		III
1705	13305	Krishna Bihari Srivastava		III
EX STUDENT				
1711	13301	Chandra Shekhar Dwivedi		III
1714	13301	Hotanand Pande		II
1716	10343	Krishan Chandra Tikli		III
1718	12171	Pamohwar Nath Bhargava		III
1719	13318	Pam Narain Srivastava		III
1723	13316	Sheo katan Lal Verma	---	III
1724	12180	Shiva kam Das Dubey	---	III
1725	6804	Uma Charan Dubey	--	III
1726	1105	Vijaya Baladur Agnihotri		III

Roll No	Enrolment Number	NAME		Division
TEACHERS				
1732	T39576	Opkar Nath Shukla	Teacher Lucknow	III
1733	T39577	Ram Chandra Gupta	Allahabad	III

## COMPARTMENTAL CANDIDATES

## S D College, Cawnpore

1735	13792	Chhavi Nath (Singh)		P
1736	7421	Mohamad Mobim Siddiqi		P
1737	10358	Sheodan Singh Sharma		P

## Victoria College, Gwalior

1743	12925	Chandra Shekhar Laxman Rao Masurkar		III
1744	12934	Kr Maharaj Singh		III
1745	12936	Kunwar Jayadajal Singh Parihar		II
1746	12811	Jay sinha Waman Rao Shurke		III
1747	12952	Satya Dev Varma		III
1750	10973	Syed Sajjad Ahmad Naqvi		III
1751	13101	Vishwa Nath Bharadwaj		III

## F A STUDENTS

1754	10952	Kashinath Ganesh Bhagwat	---	III
1755	10958	Lakshmi Chandra Garg		III
1761	9467	Shankar Lal Verman		III

## TEACHER

1763	T39 90	Bhawan Lal Sharma	Teacher, Gwalior	III
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## COMPARTMENTAL CANDIDATES

## Victoria College, Gwalior

1771	12926	Dinkar Sadashiv Parchure	-	P
1773	12946	Raghubir Sahay Saxena	-	P
1775	12955	Vikram Singh Chauhan	-	P

## Government College, Ajmer

1777	11293	Amar Chand Mohra	---	III
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Roll No	Enrolment Number	N A M E	PLACE	Division
<b>Government College, Ajmer—(Concl'd)</b>				
1778	11311	Mahmud Khan		III
1779	12751	Nelson Wilfred Samuel		II
1780	9793	Shiv Shankar Prasad		III
1781	12755	Syed Sabir Husain		III
<b>Dungar College, Bikaner</b>				
1782	12668	Jagdish Prasad Sharma		II
1783	11567	Shri Niwas		III
<b>EX STUDENTS</b>				
<b>Government College, Ajmer</b>				
1784	11292	Abdul Wahid		III
1786	12738	Gopi Lal Dabhi		III
<b>TEACHERS</b>				
1791	T39581	Bhasya Lal	Teacher, Mathar	III
1792	T39582	Chaman Singh Bhalla	Momasar (Bikaner)	III
1794	T39584	Mohan Lal Dadhich	Udaipur	III
<b>COMPARTMENTAL CANDIDATE</b>				
<b>Government College Ajmer</b>				
1798	15332	(Miss) Frenie D Marfatia		P
<b>Jaswant College Jodhpur</b>				
1804	12306	Bhom Singh Rathore		III
1805	12417	Radha Vallabh R Maheshwari		II
1806	10889	Shyam Behari Chand Bhandari	..	II
<b>EX-STUDENTS</b>				
<b>Jaswant College Jodhpur</b>				
1807	10889	Indra Raj	— — —	III
1808	9509	Kani Ram Thanvi	— — —	III
1809	12410	Mangi Lal Singh Rathor	— — —	III
1810	12412	Mool Chand Vyas	— — —	III
1815	12427	Ugam Raj Bansali	— — —	III
1816	12439	Uttam Chand Sharma	— — —	III

Roll No	Enrolment Number	N A M E.	PLACE	Division
TEACHERS				
1817	T39598	Harihar Narain	Teacher, Jodhpur	III
1818	T39599	Jai Kishore Sharma	„ Jodhpur	III

## COMPARTMENTAL CANDIDATES

## Jaswant College, Jodhpur

1822	12391	Amrit Lall Sharma	..	P
1824	12409	Madan Mohan Lall Purohit	..	P

## St Andrew's College Gorakhpur.

1825	11997	Bans Gopal Verma	..	III
1827	12370	Lakshmi Narain Singh	..	III
1828	12373	Mohd Akhtar	..	III
1829	12377	Rafullah Beg	..	II
1830	12378	Rama Nand	..	III

## TEACHERS

1841	T39604	Indrajit Singh	.. Teacher, Benares	III
1842	T39605	Shukdeo Pandey	.. „ Barhaj (Gorakhpur)	III
1843	T39606	Shyam Lal Misra	.. Naini	III

## COMPARTMENTAL CANDIDATES

1844	12372	Mohammed Rafat Ullah Warsi	St Andrew's College Gorakhpur	P
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## WOMAN CANDIDATES

1845	W3965	(Mrs) Gayatri Roy	.. Resident Gorakhpur	P
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Roll No	Enrolment Number	N A M E	COLLEGE	Division
<b>MERIT LIST—B A EXAMINATION</b>				
463		Onkar Shankar Vidyarthi	D A V College Cawnpore	I
89		Miss Shrivani Bagchi	Agra College Agra	I
243		Har Dwari Lal	Meerut College Meerut	I
1163		Desmond Arthur White	St Andrew s College Gorakhpur	I
{ *315		Ramesh Chandra Saxena	Meerut College Meerut	I
{ *410		Prayag Narain Tandon	Christ Church College Cawnpore	I
1001		Shiv Chand Vya	Dungar College Bikaner	I
890		Deen Dayal Upadhyaya	S D College Cawnpore	I
918		Raghuraj Prasad Dwivedi	S D College Cawnpore	I
{ 678*		Kailash Chandra Jain k	Holkar College Indore	II
{ 1096*		Denesh Chandra F Mathur	Jaswant College Jodhpur	II

\* Get equal marks

## M Sc (Final) EXAMINATION.

NOTE.—Names of candidates who have passed in First and Second Divisions are arranged in order of merit

Roll Number	Enrolment Number	NAME	COLLEGE	
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## MATHEMATICS

4	12037	Rama Kumar Gupta	Bareilly College Bareilly	I
2	9952	Sukh Swarup	— Agra College Agra	I
7	11183	Kamal Chand Jain	— Mah College Jaipur	I
3	14175	Krishna Chandra Saxena	— Bareilly College Bareilly	II
9	T308	Charles Duncan Robertson	Teacher, Naini Tal	II
1	11900	Krishna Swarup Sharma	— Agra College Agra	III

## EX STUDENT

8	11288	Prem Narain Mathur	Ch Church College Cawnpore	III
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## PHYSICS

13	10996	Shamboo Dayal Choubey	Agra College Agra	I
12	9903	Narendra Deo Pathak	do	I
14	11924	Surya Prakash Goyal	do	II
11	11807	Gur Sarup	do	II
10	11887	Basant Lal Jain	do	II
15	11925	Thakur Das Jindal	do	III

## CHEMISTRY

17	11663	Kripal Singh Varma	— Agra College, Agra	II
*20	15274	P I Ittyerah	— St John's College Agra	II
*21	14664	Nemi Chand Jain	Holkar College Indore	II
16	10607	Abdul Ghaffar Qurashi	— Agra College Agra	II
18	11333	Manohar Lal Mathur	do	III
19	14790	Vidya Sagar	— do	III

Roll Number.	Enrolment or Reference Number.	N A M E	COLLEGE.	Division.
<b>ZOOLOGY</b>				
26	11516	Prahlad Narāin Māthūr	St John's College, Agra	I
25	12316	Raghu Nandan Śāhāi	Agra College, Agra	I
24	14788	K V Joseph	do.	II
23	12317	Deoki Nandan Joshi	do	II
22	14789	B N. Chakravarti	do	II
27	11521	Shyam Sundar Lall	St John's College, Agra	II
<b>BOTANY</b>				
29	10994	Shyam Bahadur Saxena	Agra College, Agra.	I
28	10917	Jagdishi Narain Sharma	do	II

## M Sc (Final) EXAMINATION

NOTE—Names of candidates who have passed in First and Second Divisions are arranged in order of merit

Roll Number	Enrolment Number	NAME	COLLEGE	
<b>MATHEMATICS</b>				
4	12032	Rama Kumar Gupta	Bareilly College Bareilly	I
	9952	Sukh Swarup	Agra College Agra	I
7	11183	Kamal Chand Jain	Mah. College Jaipur	I
3	14425	Krishna Chandra Saxena	Bareilly College Bareilly	II
9	T398	Charles Duncan Robertson	Teacher, Naini Tal	II
1	11905	Krishna Swarup Sharma	Agra College Agra	III

## EX STUDENT

8	11288	Prem Narain Mathur	Ch. Church College Cawnpore	III
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## PHYSICS

13	10996	Shamboo Dayal Choubey	Agra College Agra	I
12	9903	Narendra Deo Pathak	do	I
14	11924	Surya Prakash Goyal	do	II
11	11807	Gur Sarup	do	II
10	11887	Basant Lal Jain	do	II
15	11955	Thakur Das Jindal	do	III

## CHEMISTRY

17	11663	Kripal Singh Varma	Agra College Agra	II
* 0	15774	P. I. Ittyerah	St. John's College Agra	II
* 1	14664	Nemi Chand Jain	Holkar College Indore	II
16	10607	M. I. Gaffar Quraishi	Agra College Agra	III
18	11133	Manohar Lal Mathur	do	III
19	14790	Vijaya Sagar	do	III



Roll Number.	Enrolment or Reference Number	N A M E	COLLEGE	Division
<b>ZOOLOGY</b>				
26	11516	Prahlad Narain Māthūr	St John's College, Agra	I
25	12316	Raghu Nandan Sāhāi	Agra College, Agra	I
24	14788	K V Joseph	do	II
23	12317	Deoki Nandan Joshi	do	II
22	14789	B N Chakravarti	do	II
27	11521	Shyam Sundar Lall	St John's College, Agra	II
<b>BOTANY</b>				
29	10994	Shyam Bahadur Saxena	Agra College, Agra	I
28	10917	Jagdishi Narain Sharma	do	II

## M Sc (Previous) EXAMINATION

Roll No	Enrol ment or Reference Number	NAME	Passed
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## MATHEMATICS

## St John's College Agra

1	12593	Muhammad Yusuf Khan	P
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## Bareilly College, Bareilly

2	13012	Rajeshwar Dayal Saxena	P
3	10168	Rang Narain Vaish	P

## Christ Church College Cawnpore

4	13224	Ram Rekha Lal Srivastava	P
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## Meerut College, Meerut

6	15624	Arun Kumar Sen	P
10	13613	Sailendra Narayan Roy	P

## PHYSICS

## Agra College Agra

12	13684	Harish Chandra Varma	P
13	13219	Indu Prakash Sharma	P
14	12889	Raj Kumar Jain	P
15	12776	Suraj Karan Rathie	P

## CHEMISTRY

## Agra College Agra

18	12436	Autar Narain Mathur	P
20	11826	Kausl aladhish Prasad Sarlhai	P
21	13707	Krishna Kumar Kapoor	P
22	13715	Mahavir Singh Varma	P
23	12682	Prakash Narain Bhatnagar	P
24	12684	Ram Chandra Hari Salsarai Ullay	P

## St John's College, Agra

25	12 86	Herbert Maxwell Singh	P
27	15273	I G Varklese	P
28	15278	(Miss) Rastmi Bala Pandya	P

Roll No	Enrol- ment or Reference Number	NAME	Passed
<b>Holkar College, Indore</b>			
29	11449	Madhav Rajaram Patkar	P
30	12882	Manmohan Lal Gupta	P
31	12892	Shankarlal Nathulal Joshi	P
32	12918	(Miss) Shanta Laxman Sovani	P
33	12893	Shreedhar Govind Ghate	P
34	12894	Shridhar Govind Harmalker	P
<b>EX-STUDENTS</b>			
<b>Agra College, Agra</b>			
35	13807	Aidal Prasad Sharma	P
<b>ZOOLOGY</b>			
<b>Agra College, Agra</b>			
37	12575	Abdul Ghani Qurraishi	P
38	16877	Brij Mohan Lal Sinha	P
39	13837	Jagdish Parshad Sharma	P
<b>St. John's College, Agra</b>			
40	12580	Brahma Swarup Kaushika	P
41	12762	Chitranshan Verma	P
42	16055	Harish Chandra Pannalal Agarnala	P
43	16060	P. K. Jacob	P
44	12779	Shive Chandra Banerji	P
<b>BOTANY</b>			
<b>Agra College, Agra</b>			
45	12574	Alias Ahmad	P
46	12578	Ali Sabir Fatmi	P
47	12325	Birendra Singh	P
48	12765	Himmat Singh Navalakha	P
49	12770	Mahesh Chandra	P
50	12344	Ram Chandra Singh	P
51	13751	Rameshwar Prasad Garga	P
52	14949	Sayid Sajamat Raza Rizvi	P

## B Sc EXAMINATION

Roll Number	Enrolment Number	N A M E	Division	Division
		Agra College, Agra		
1	14785	Anantdas Bhagwandas Jadhava	III	
3	13662	Baisakh Narain Mathur	II	II
4	14925	Balwant Singh	II	III
5	14931	Bharat Ram Agarwal	II	III
6	14179	Brahma Nand Goel	II	
8	14927	Charan Prasad	III	
9	14918	Dayal Dass Bisarya	II	III
10	14915	Eric Owen Clive	III	II
11	13677	Fariduddin Khan	III	III
12	14908	Ganpati Gupta	III	
13	14909	Grish Bahadur Mathur	III	II
14	14910	Girja Shanker	I	II
15	14907	Gobinda Chandra Banerjee	III	II
16	14906	Gopal Prasad	II	
17	14905	Govind Narain Sharma	II	
18	14911	Govind Shanker	II	III
20	14899	Har Prasad Gupta	II	
21	13690	Jagdambika Saran Srivastava	II	III
22	14882	Kailash Behari Mathur	II	III
23	14891	Kanhaya Lal	III	III
24	14890	Kanhaya Lal Goyal	I	III
26	14874	Kiran Balu Mathur	II	III
28	14881	Krishna Gopal Tandon	III	III
29	14873	Kr. Pratap Bahadur Kapoor	I	III
30	14880	Khushal Pal Singh	II	II
31	14877	Lajja Ram Gautam	II	
32	13709	Lalit Mohan	III	
33	14869	Madan Mohan Pande	II	III
35	14862	Manohar Lal Srivastava	II	
36	14863	Mohammad Shikar	II	
38	14856	Naik Ram Gautam	III	
39	14854	Narain Pershad Sharma	II	
40	14840	Om Prakash Sharma	III	

Roll Number	Enrolment Number	N A M E	Division	Division in English
Agra College, Agra - (Concl'd)				
41	14841	Onkar Nath Mehta	I	II
42	14844	Prakash Narain Bhatnagar	II	
43	14845	Prem Chand	II	III
44	14843	Prem Lal Nautiyal	II	
47	13740	Raj Behari Lal Saksena	II	III
50	13739	Rajendra Prasad Sarbhai	III	II
51	14821	Ram Baboo Sharma	III	
52	14833	Rameshwar Dayal Mathur	II	
53	14828	Ram Narain Kela Maheshwari	I	III
54	13738	Ram Nath Saxena	III	
55	14818	Ram Shankar Gupta	I	III
56	14835	Ram Swaroop Mathur	III	
58	14804	Satgur Saran Sahni	I	
59	14796	Satya Deo Sharma	II	
61	14794	Shyam Swaroop Gupta	II	
63	14795	Surendra Nath Goel	III	III
65	14793	Suresh Chandra Tyagi	I	
66	11520	Syed Nasir Husain Rizvi	II	
67	14782	Triloki Nath Gupta	II	III
68	14783	Virendra Datt Gaur	III	

## St John's College, Agra

70	14782	Aurun Kumar Sarkar	II	
72	14784	Cedric Shudhur Shaw	II	III
73	14786	Gyanendra Verma	II	II
74	14799	Indra Bhushan Sharma	III	
75	14326	Kailash Chand Rastogi	II	
76	14787	Kedar Nath	II	
77	14788	Lalit Mohan Sharma	I	II
79	14890	Mahendra Rai Kakani	II	III
80	14792	Mahmood Shaikat Yusuf	II	III
81	14291	Mohammad Hafiz Uddin Ansari	II	
82	14793	Muhammad Sifat Ullah	II	
83	14794	Nasir Uddin	III	III
84	14795	Osmond Tressler Lall	III	III

Roll Number.	Enrolment Number	N A M E	Division	Division in English
<b>St John's College, Agra —(Cancelled)</b>				
85	14295	Rajeshwar Dayal Bhatnagar	III	III
86	14296	Raj Kumar Vaish	I	III
87	14297	Sharafat Ali Talibi	II	II
88	14298	Shaukat Ali Talibi	II	III
<b>Government College, Ajmer</b>				
89	14003	Hamid Hassan Siddiqi	II	
90	14004	Hasti Mall Parekh	I	II
92	14007	Kunwar Mahendra Singh Powar	I	
94	13976	Mukul Kumar Chatterji	I	
95	12771	Narendra Narain Bhatnagar	II	
96	13978	Prahlad Narain Shukla	II	
97	13979	Radha Krishan Tandon	II	
98	12775	S M Fazlur Rahman	II	
99	13981	Syed Imdad Hasan	I	I
101	13982	Vishnu Datt Sharma	I	I
<b>Bareilly College, Bareilly</b>				
103	14412	Brahma Narayan Khanna	II	
106	14415	Brij Nandan Prasad	II	III
107	12995	Dharam Prakash Saxena	II	III
108	14417	Fateh Bahadur	II	III
109	12996	Ganga Sahai	III	
110	14419	Harin Narain Shinghal	II	III
111	12999	Iqbal Bahadur Jauhry	II	III
112	13001	Kailash Saran Agarwala	II	
113	14420	Laxmi Narain Modawala	II	
115	13011	Prem Lal Jain	II	II
116	14421	Ramesh Chandra Saxena	II	
<b>D A V. College, Cawnpore</b>				
119	13204	Anand Narayan Shukla	III	
120	15192	Anant Lal Srivastava	III	
122	15193	Homi Mehernoshji Vajifdar	I	
123	15194	Jwala Prasad Omar	I	
124	15195	Krishna Murari Saxena	I	II

Roll Number	Enrolment Number	N A M E.	Division	Division in English
<b>D A -V College, Cawnpore—(Concl'd)</b>				
125	15197	Lakshmi Nath Madhav Solapurker	II	III
126	15196	Madan Mohan Misra	II	
127	15198	Mahesh Prasad Srivastava	III	III
128	15199	Nanak Saran	I	III
129	15204	Radhev Shyam Nigam	II	
130	13230	Radhey Shyam Pradhan	II	
131	15202	Raja Krishna Mehrotra	II	
133	15203	Ram Rao Govind Kher	II	
<b>Victoria College, Gwalior</b>				
137	12969	Barzor Sinha Bhadoria	III	
138	14485	Bhagwan Das Jharkharia	III	
139	14488	Bhanwar Lal Sharma	II	
140	14487	Brahma Deo Jha	III	
141	14489	Dattatray Bhikaji Mahajan	II	II
142	14490	Hari Shankar Srivastava	I	II
143	14491	Jagdishwar Dayal	III	
147	14497	Madhukar Tryambak Dike	II	
148	14493	Madhusudan Damodar Abhyankar	I	
149	14494	Magan Bihari Lal Saxena	II	
151	14501	Pandurang Narayan Rao Pradhan	II	III
152	14502	Prabodh Chandra Gaur	II	
154	14499	Purushottam Gajanan Deo	I	
156	12985	Ram Chandra Narhar Parnerkar	II	
157	14504	Ram Narain Maheshwari	II	
158	14508	Shambhu Nath Kapur	II	
159	14506	Shivnath Singh	III	
160	11000	Shri Krishna Vasudeo Nigudker	III	
161	14507	Swaroop Narayan Srivastava	I	
162	14505	Syed Hasan Akbari Rizvi	II	
163	14509	Uma Shanker Srivastava	II	
<b>Holkar College, Indore</b>				
164	14574	Balkrishna Shridhar Namjoshi	III	
165	12572	Bhalchandra Mahadeo Athaley	III	
166	14675	Chironjilal Gangrade	II	

Roll Number	Enrolment Number	N A M E	Division	Division in English
<b>Holkar College, Indore —(Concl'd)</b>				
167	12970	Dariyao Singh Parmar	III	III
169	14677	Kamalakar Sadashivrao Hinge	II	
170	14678	Kanhayyalal Mehta	II	
171	14679	Kunwar Ramnarayanlal Genda'al Nigam	III	III
174	14684	Nand Kishore Shreemali	I	III
175	14685	Narayan Shanker Kapse	I	II
176	15300	Raghu Nandan Prasad Bhargava	I	
179	12895	Vasudeo Waman Kakirde	III	III
180	14687	Vidyadhar Balwant Sardesai	II	II
181	14688	Yeshwantrao Krishnarao Pradhan	II	III
183	14689	Yeshwant Nilkanth Khandekar	II	II
184	14690	Yousufali Nanjani	III	III
<b>Maharaja's College Jaipur</b>				
185	14563	Bisheshwar Dayal	II	
188	14569	Devi Narain Mathur	II	II
189	14 77	Gopi Chand Patni	II	III
193	14607	Satnam Sahai Mathur	II	III
<b>Meerut College Meerut</b>				
194	14176	Anand Prakash Gupta	II	III
195	14177	Benarsi Dass Garga	II	
196	15296	Harbans Singh	II	
197	14181	Har Pal Singh	II	
198	14182	Iftikhar Ali	II	II
199	14183	Jagdish Kishore Saksena	II	
200	14184	Jagdish Prasad Rajwanshi	II	
201	14187	Janendra Kumar Jain	III	
202	14189	Krishna Chandra Tayal	II	
203	14190	Mahavir Prasad Jain	III	
205	14191	Mahesh Chandra Tyagi	III	
*206	14192	Maheshwar Sahai Agarwal	II	
207	15327	Nanda Lal Chakraverty	II	
208	14194	Nand Kishore	II	III
210	14197	Prem Manohar	I	III
211	14198	Prem Prakash Gupta	II	

Also passed in Military Science Div II



Roll Number	Entrance Number	NAME.			Division	Division in English
Meerut College, Meerut. (Class 12)						
212	14115	Ram Lal Goyal	—	—	III	
213	14119	Rameshwar Prasad Kauria	—	—	II	
214	14200	Ram Roch Pal Goyal	—	—	I	
215	14201	Ravi Datta Verma	—	—	III	
217	14203	Shyam Behari Lal Bhatnagar	—	—	I	
218	14204	Tara Choudhary	—	—	II	
219	14205	Ved Prakash Goyal	—	—	II	
221	14207	Yashraj	—	—	II	
EX STUDENTS						
Agra College, Agra.						
223	15449	Elhanan Pyare	—	—	II	III
224	15450	Kanishk Nath Sharma	—	—	II	II
225	15451	Lakshman Singh Choudhary	—	—	III	III
226	15452	Mahesh Lal Maheshwari	—	—	III	
Victoria College Gwalior						
227	11000	Satish G. Dave	—	—	II	
Holkar College, Indore.						
228	11447	Jagdishwar Gangadhar Ellawadkar	—	—	II	III
Maharaja's College, Jaipur						
229	11147	Mohan Dev Mathur	—	—	II	
Meerut College, Meerut.						
230	11448	Vijay Kumar	—	—	III	
240	11449	Hemendra Singh Yadava	—	—	III	
COMPARTMENTAL CANDIDATES						
Agra College, Agra.						
241	11450	Rajendra Prasad Datta	—	—	P	III
242	11451	Pranabendra Sharma	—	—	P	
243	11452	Elhananwar Datta Agrawala	—	—	P	
244	11453	Maheshwar Lal Maheshwari	—	—	P	III
St. John's College, Agra.						
245	11454	Jagdish Lal Choudhary	—	—	P	

Roll Number	Enrolment Number	N A M E	Division	Division in English
<b>Government College, Ajmer</b>				
251	11342	Suganchand Gatti	P	
<b>Bareilly College, Bareilly.</b>				
252	12997	Haroon ul Rashid Khan	P	
<b>D A -V. College, Cawnpore</b>				
225	13210	Bishwa Nath Prasad Srivastava	P	
255	13222	Raghuraj Prasad Srivastava	P	
256	11989	Siri Krishan Sharma	P	
<b>Victoria College, Gwalior</b>				
257	12990	Vaman Govind Manake	P	
<b>Maharaja's College, Jaipur</b>				
259	12456	Iftikhar Ahmud Usmani	P	
<b>Meerut College, Meerut</b>				
260	13591	Bishambhar Dayal Agarwala	P	
261	10428	Gyan Chandra Vishnoi	P	
262	13609	Om Prakash Khari	P	
263	13614	Shivendra Mohan Sinha	P	

## TEACHER COMPARTMENTAL

## CANDIDATE

264	T3911	Frederick Harrison Dass	Teacher Agra	P
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## MERIT LIST—B Sc EXAMINATION

{ 77*	I alit Mohan Sharma	St John's College Agra	{
{ 128*	Nanak Saran	" D A -V College Cawnpore	{
148	Madhusudan Damodar Abhyankar	Victoria College Gwalior	{
86	Raj Kumar Varsh	" St John's College Agra	{
214	Ram Kishor Goel	" Meerut College Meerut	{
{ 90*	Hastimal Parikh	" Government College Ajmer	{
{ 154*	Purushottam Gajanan Desai	Victoria College, Gwalior	{

## LL B (Final) EXAMINATION

Roll No	Enrolment Number	NAME	Class.
Agra College, Agra			
1	13807	Aidal Prasad Sharma	II
3	11295	Ayodhya Nath Bhargava	II
4	9814	Bachchoo Lal Asthana	II
5	11555	Bhagat Singh Jat	II
6	9668	Bhag Chand Jain	II
7	11161	Bhonralal Jauman	II
8	9821	Birendra Singh Chauhan	II
9	11795	Bishambhar Nath Bhatt	II
10	11164	Brij Ballabh Das Parihar	II
11	11799	Champalal Jindal	II
12	15286	Chandra Mohan	II
13	9829	Chandra Nath Sharma	II
14	14773	Chandra Sen Khasgiwala	II
15	2327	Charan Prasad Srivastava	II
16	7303	Dip Chandra Agarwal	II
17	11890	Devi Prasad Sharma	II
18	11801	Dhruva Bihari Lal Srivastava	I
19	11617	Fakir Chand Gupta	II
20	9814	Ganesh Datt	II
21	10043	Gurraj Kishore Bansal	II
22	11174	Gukul Prasad Sharma	II
23	11808	Govind Singh Sharma	II
24	12315	Har Nath Goyal	II
25	11812	Har Prasad Gupta	I
26	11810	Hira Lal Agarwala	II
27	9857	Iskandhar Nandan Kulshrestha	II
28	10706	Jamuna Prasad Agarwala	II
29	11824	Jineshwar Das Jain	II
31	11185	Kapil Deo Agarwal	I
32	9104	Karan Singh	II
33	14779	Kesavpur Goswami	II
34	8865	Klacler Mal Agarwal	II

Roll No	Enrolment Number	NAME			Class
Agra College, Agra —(Contd)					
35	8506	Kishan Chandra Sharma	-	-	II
36	15372	Kunwar Fateh Singh Rawat			II
37	8975	Laxman Swaroop Bhargava			II
38	11309	Madan Lal Rathu	-		II
39	9759	Madan Mohan Tiwari			II
40	13833	Madho Singh Kathait			II
41	5003	Maheshwar Nath Gupta			II
42	14774	Milap Chandra Kothari			II
43	11317	Narendra Kumar Kaushik			II
44	10769	Narottam Lal Thakore			II
45	9905	Om Prakash Kulsreshtha			II
46	11854	Pashupati Nath Pathak			II
47	11409	Prabhakar Dattatraya Saraph		-	II
48	9679	Prabhu Dayal Bhargava	-		II
49	11862	Radhey Shyam Chaturvedi			I
50	9490	Raghubir Narayan Asthana			II
51	11323	Raghu Nandan Agarwal			II
52	11093	Raghunath Prasad Sharma			II
53	10966	Raghunath Rao Pawar			II
56	11053	Ramesh Chand Agarwal			I
58	9776	Ramesh Chandra Jain			II
59	11915	Ram Mukand Kshatriya	-		II
61	11914	Ram Prasad Maheshwari			II
62	11868	Ram Singh Dhakarey		-	II
63	11859	Ram Swarup Agarwal	-	-	II
64	10660	Ram Swarup Saksena	-	-	II
65	9787	Roop Narayan Mathur	-	-	II
66	11476	Rudra Bhan Singh	-	-	II
67	1115	Sagar Chandra	-	-	II
68	9792	Shail Lal Gupta	-	-	II
69	7280	Shanti Bhushan Sharma	-	-	II
71	11877	Sicolarn Singh	-	-	II
72	11919	Shyam Lal Gautam	-	-	II
73	14777	Shyam Sunder Sharma (Primus)	-	-	II
74	854	Shyam Sunder Sharma (Secundus)	-	-	II

Roll No	Enrolment Number	N A M E			Class
Agra College, Agra—(Concl'd )					
75	11873	Sukhbir Singh Gupta	..	.	II
76	6797	Surendra Kumar Saxena			II
78	5667	Syed Azhar Husain Zaidi			II
79	13775	Tohan Singh Kankara			II
80	11878	Tulsi Ram Varma			II
81	13838	Vaidehi Charan Parashar	..		II

**Bareilly College, Bareilly**

84	14426	Anand Bahadur		II
85	11968	Bishambhar Dayal Jain		I
86	12022	Devendra Chandra Dubey		II
87	14428	Dharmendra Suroup Biseria	---	II
88	9033	Hirdai Charan Jauhari		II
90	10084	Jagdish Chandra Lathe		II
91	14429	Jagdish Saran Agarwal	..	II
92	12084	Jot Singh		II
93	12085	Kailash Chandra	..	II
94	14431	Krishna Nand Garola	---	II
95	7134	Lakshmi Narain Saksena		I
96	6141	Mohammad Mazhar Husain Siddiqui	..	II
97	10112	Munishwar Dayal Saxena	..	II
98	10056	Narain Prasad Asthana	..	II
99	14433	Onkar Prasad Saxena	---	II
100	1-109	Rafiq Ahmad Abdali	---	II
101	8545	Raghunandan Swarup Mathur	---	I
102	12110	Rajendra Nath Koderia	---	II
103	12117	Ram Santhi	---	II
104	10117	Rang Bahadur Varma	---	II
105	6192	Sayed Ullah Khan	---	II
106	6167	Shiv Nandan Prasad	---	II
107	2688	Sia Ram Saxena	---	I
108	11752	Suraj Narain Bhatnagar	---	II
109	8568	Vidya Nath Chaturvedi	---	I

Roll No	Enrolment Number	NAME		Class
D A -V College, Cawnpore				
111	10636	Anand Swarup Pradhan		I
112	11166	Brij Narain Narula	"	I
113	11015	Chandrika Prasad	"	II
114	10332	Chhote Lal Gupta	"	II
115	11612	Daya Nand	"	II
116	15307	Daya Shankar Shukla	"	I
117	10947	Gajendra Moksh Kumar	"	II
118	11020	Gokul Prasad Pathak	"	II
120	15288	Harnandan Prasad Seth	"	II
121	572	Har Prasad Tiwari	"	I
122	10586	Indra Jit Sharma	"	II
123	11029	Jagdish Prasad Chaturvedi	"	I
124	1576	Jagdish Prasad Mehrotra	"	II
125	11086	Jagdish Saran	"	II
127	11031	Jamuna Sahai Misra	"	II
128	10956	Keshava Govind Bhagwat	"	II
129	15760	Kripa Shanker Avasthi	"	II
131	10652	Madan Mohan Misra	"	II
132	9697	Mahendra Singh Arora	"	II
133	15309	Mahmood Hussain Khan	"	II
134	11254	Masih Uddin Ahmad	"	II
135	8305	Mohammad Khalilullah Qureshey	"	II
136	15330	Om Parkash Singh	"	II
137	10677	Prabhakar Vajrath Lokras	"	II
139	13264	Prem Prakash	"	II
140	11682	Radhey Shyam Gupta	"	II
141	11270	Raja Ram Awasthi	"	II
14	1577	Rajendra Prasad Agarwal	"	II
141	3965	Rajendra Prasad Saxena	"	II
144	11041	Ram Anwar Pathak	"	II
145	8761	Ram Chandra Singh Verma	"	II
146	11211	Ram Gopal Kanungo	"	II
147	10611	Ram Narain Lal Saxena	"	II
148	11058	Ravindra Narain Dikshit	"	II
149	11059	Sadan Singh Tiwari	"	II

Roll No	Enrolment Number	N A M E	Class,
<b>D A V College, Cawnpore —(Concl'd)</b>			
150	12013	Sant Baksh Singha	II
151	11062	Sardar Singh	II
152	11097	Satya Narain Lal Srivastava	I
153	9706	Shankar Lal Misra	II
154	11064	Shanti Swaroop Dalela	II
155	15270	Sheo Mohan Lal Gupta	II
156	11276	Shiva Ram Singh	II
157	8770	Shiva Swarup Dwivedi	II
158	8991	Shiva Prasad Gupta	II
160	11068	Shyam Sundar Lal Pande	II
161	12233	Sitla Prasad Gaurha	II
162	11227	Suraj Singh	I
163	11959	Sushil Chandra Gupta	II
164	11952	Swami Saran Nigam	I

**S D College, Cawnpore**

167	9439	Chironji Lal Agarwal	II
168	12154	Debi Prasad Singh	II
169	2444	Gopi Ram Gautama	II
170	8298	Har Gobind Shukla	I
171	6091	Ishwar Sahay	II
172	15098	Jai Dev	I
173	10140	Janardan Bhagwan Misra	II
174	10091	Jugal Kishore Verma	II
175	12128	Khushi Lal Tiwari	I
176	12284	Madan Mohan Jhingran	I
177	7416	Mohammad Jamil Siddiqui	II
178	10147	Padma Deo Pandey	II
179	11285	Raja Kumar Chaturvedi	II
180	11491	Rajeshwar Pershad Munshi	II
182	11271	Ram Das Awasthy	II
183	12211	Rameshwer Gupta	I
187	11732	Satya Prakash Agrawala	II
188	11738	Shyam Lal Garg	II
189	13644	Shiva Kumar Singh Gaharwar	II
190	10300	Shiva Prasad Varma	II

Roll No	Enrolment Number	N A M E	Class
<b>S D College, Cawnpore —(Concl'd)</b>			
192	11277	Sukumar Bose	I
193	11278	Surendrajit Singh	II
194	12223	Vishvanath Gopal Namade	II
<b>Holkar College, Indore</b>			
195	9542	Anandilal Dhamani	II
196	9543	Azeemullah Khan Mohamad Khan Khaishagi	I
198	9545	Bhanwar Lal Dashora	II
199	7475	Chhaganlal Sharma	II
200	11109	Dara Nusserwanji Elavia	II
201	9608	Dattatrya Wasudeo Kalele	II
202	10198	Daya Chandra Jain	II
203	7481	Dinker Madhavrao Kutumbale	II
204	8906	Gokul Chand Mandhana	II
205	9335	Govind Lal Mital	II
206	11366	Govind Rao Joshi	II
207	10948	Govind Yeshwant Nirkhey	I
208	11814	Hagani Lal Kavdia	II
210	7486	Hukum Chand Pitool Chand Patni	I
211	14667	Indralal Gobhil	II
212	9561	Jaywant Dinakar Kekre	II
213	12278	Kailash Pati Singh Shreechet	I
214	11448	Kailash Prasad Bhargava	I
215	14663	Kalu Ram Virulkar	II
216	11375	Kamaruddin Fadahusain	II
217	11379	Keshav Shankar Lele	II
218	16872	Khushhalilal Srivastava	II
219	14668	Kunwar Hari Singh Yadava	I
220	11189	Lalit Narayan Sharma	II
221	10217	Luxminarayan Agarwal	I
222	11314	Mohammad Noor Khan	II
223	9614	Narayan Anant Phadke	II
225	11493	Narayanlal Vyas	II
226	8375	Nathu Singh Pamaji Verma	II
227	11126	Pandharinath Onkar Kulkarni	II



Roll No	Enrolment Number	N A M E	Class
<b>Holkar College, Indore — (Concl'd)</b>			
228	11128	Prabhachandra Sitaram Belokar	II
230	9582	Raghubir Prasad Bhatnagar	II
231	7460	Raghunath Jayaram Lokre	II
232	9619	Ramchandra Rao Nathuji Sonone	II
234	10303	Ram Swaroop Gattani	II
235	10501	Randhir Singh Aeron	II
236	9587	Rangrao Zamindar	II
237	9588	Ranvir Singh	II
238	11136	Shankar Avadhut Phadnis	II
239	10245	Shreevallabh Hari Krishna Pagare	I
240	11429	Sumerchandra Jaini	I
241	11431	Surendra Narayan Rao Burse	I
243	14672	Trikam Lal Dave	II
244	14673	Zahurul Hai	II
<b>Meerut College, Meerut</b>			
245	11576	Amar Nath	I
246	10392	Balbir Kishore Sakseena	II
247	10399	Balleshwar Dayal Maheshwari	II
248	11596	Bhupal Singh Khyati	II
249	11598	Bishambhar Sahai	I
250	11351	B R Ghaiye	II
252	14209	Champat Swarup Gupta	II
253	14630	Charukury Prakash Rao	II
254	5111	Dharam Dhir Singh Bansal	II
255	11615	Dharam Dutt	II
256	11616	Datch Chandra Sanghal	II
257	11629	Gurdev Singh	II
258	11633	Hari Shankar Sharma	II
259	11634	Harish Chand	II
260	10432	Har Saran Das Mithal	II
261	15120	Jaerandan Prasada	II
262	11641	Jai Singh	II
264	10459	Kharak Singh Premi	II
266	10451	Mohammad Yusuf	II
267	10493	Om Prakash Goel	II

Roll No	Enrolment Number	NAME				Class
Meerut College, Meerut — (Concl'd)						
268	12237	Om Prakash Sharma				I
269	11702	Prem Narain Divaker	---	--	--	II
270	11703	Prem Nath Garga				I
271	11704	Prem Prakash		--	---	II
272	11706	Radhey Krishna			--	I
273	10515	Ramanuj Das				II
274	10505	Ram Narayan		---		II
276	7858	Shankar Lal Verma			--	II
277	11741	Shis Pal Singh Verma		---		II
278	11743	Shiva Kanwar Singh				II
279	9272	Shri Prakash			---	II
280	13634	Shri Ram Jauhar			---	II
281	15294	Syed Zawar Husain			---	II
282	3514	Tek Chand	--	--	---	I
283	10546	Tribhuvan Prakash Sharma	--			II
284	15292	Tufail Ahmad Quraishi	--	---	---	II
285	6426	Yashwant Rai Garg	--	--	--	II

## EX-STUDENTS

## Agra College Agra

289	13836	Gopi Ballabh Tripathi	---	---	---	II
290	10085	Jagdish Prasad Saksena	--	---	---	II
295	7904	Madan Lal Sharma		---	---	II
296	7152	Prakash Shanker Mathur	---	--	---	I
298	9320	Ram Swarup Gupta	--	---	---	II
299	8844	Shiv Deva Sharma	---	---	---	II
300	9953	Suraj Singh Yadav	---	--	---	

## Bareilly College, Bareilly

306	3180	Bahal Singh	---	--	---	II
307	10060	Bishambhar Nath Agrawala	---	---	---	II
308	7114	Darshna Nand Agarwal	---	---	---	II
309	6126	Dharam Kirti Saran Agrawal		---	---	II
310	12037	Gopal Pyare	---	---	---	II
311	10093	Krishna Sahai Saxena	---	---	---	II
313	9065	Mohammad Salam Ullah Khan		--	---	

Roll No.	Enrolment Number.	NAME			Class
D A -V College, Cawnpore					
315	13270	Buddhi Ram Dhyani	.		II
316	13417	Daulat Ram Gupta		..	II
318	8326	Sarup Krishna Gurtu	---		I
S D College, Cawnpore					
319	8307	Muhammad Matin Khan	---	..	II
Holkar College, Indore					
322	6453	Kanti Lal Oza	---	.	II
324	9580	Prabhakar Sidhanath Kalele		---	II
325	7518	Rameshchandra Narayanrao Vyas			II
326	5245	Syed Yawar Husain	---	..	II
Meerut College, Meerut					
328	6321	Data Ram	---	---	II
329	8475	Daya Ram Singh Verma		---	II
331	7693	Kanahya Lal Kakkar	---	---	II
332	9198	Madan Gopal Singhal	---	---	II
333	7704	Mahendra Nath Mukerji		---	II
334	10472	Mangal Sen	---	---	II
337	9210	Muhammad Ilyas Khan	---	---	II
338	9256	Samaya Singh	---	---	II
340	10736	Sita Ram Mithal	---	---	II

**MERIT LIST-LL B (Final) EXAMINATION.**

318	Sarup Krishna Gurtu	"	D A -V College, Cawnpore.	I
85	Bishambhar Dayal Jain	"	Bareilly College, Bareilly.	I
270	Prem Nath Garga	"	Meerut College Meerut	I
245	Amar Nath	"	Do	I
18	Dhruva Bihari Lal Srivastava	"	Agra College, Agra.	I
268	Om Prakash Sharma	"	Meerut College, Meerut	I
175	Khushi Lal Tiwari	"	S D College, Cawnpore	I
198	Bhanwar Lal Dashora	"	Holkar College, Indore	I
239	Shreevallabh Hari Krishna Pagare	"	Do.	I
176	Madan Mohan Khingrao	"	S D College, Cawnpore	I
192	Sukumar Bose	"	Do	I

\* Get equal marks.

Roll No	Enrolment Number	NAME		Class
Meerut College, Meerut —(Concl'd)				
268	12237	Om Prakash Sharma		I
269	11702	Prem Narain Divaker		II
270	11703	Prem Nath Garga	"	I
271	11704	Prem Prakash		II
272	11706	Radhey Krishna	"	I
273	10515	Ramanuj Das		II
274	10505	Ram Narayan		II
276	7858	Shankar Lal Verma	" "	II
277	11741	Shis Pal Singh Verma		II
278	11743	Shiva Kanwar Singh		II
279	9272	Shri Prakash		II
280	13634	Shri Ram Jauhar	"	II
281	15294	Syed Zawar Husain	"	I
282	3514	Tek Chand	"	II
283	10546	Tribhuvan Prakash Sharma	"	II
284	15797	Tufail Ahmad Quraishi	"	II
285	6426	Yashwant Rai Garg	"	II

**EX-STUDENTS****Agra College Agra**

289	13836	Gopi Ballabh Tripathi	---	---	II
290	10085	Jagdish Prasad Saxena	---	---	II
295	7904	Madan Lal Sharma	..	---	II
296	7152	Prakash Shanker Mathur	..	---	I
298	9320	Ram Swarup Gupta		---	II
299	8244	Shiv Deva Sharma	..	---	II
300	9953	Suraj Singh Yadav		---	---

**Barcilly College, Barcilly**

306	3180	Bahal Singh	---	---	II
307	10060	Bishamlhar Nath Agrawala	---	---	II
308	7114	Darshna Nand Agarwal	---	---	II
309	6126	Dilaram Kirti Saran Agrawal		---	II
310	12037	Gopal Pyare	---	---	II
311	10093	Krishna Sakai Saxena	---	---	II
313	9065	Mohammad Salam Ullah Khan	---	---	---

Roll No	Enrolment Number	NAME.	Class.
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## Agra College, Agra —(Concl'd)

55	12940	Manik Chand Jain	II
56	12565	Mathura Prasad Saxena	I
60	13786	Moti Lall Gupta	I
63	11847	Opendra Nath Chaturvedi	II
64	12983	Prabhoo Dayal Gupta	II
65	10993	Radha Charan Sharma	II
66	4165	Raghubar Dayal Srivastava	I
68	11857	Raghubir Singh Bhakhrot	II
69	10046	Raghuveer Pershad	II
70	11208	Raghuveer Swaroop	II
71	9932	Rajendra Narain Sherry	II
73	12419	Raj Narain Sharma	II
75	13732	Ram Chandra Agrwal	II
76	13735	Ram Charan Sharma	II
78	11213	Rameshwar Dayal Chowdhary	II
79	13742	Ram Rakshpal Singh Sharma	II
80	11864	Ranbir Singh	II
81	13743	Rup Narain Mathur	II
84	9562	Shanti Vrat	II
86	12500	Sheo Narain Singh	II
88	13757	Shree Narain Tondon	II
91	11327	Suraj Mal Agarwal	I
92	16892	Suraj Prasad Mehra	I
93	13760	Surendra Singh Jain	II
96	13768	Udair Singh	II
97	13769	Umar Daraz Khan	II

## Bareilly College Bareilly

101	13030	Chandra Kumar Sharma	II
104	13031	Chitral Behari Lal Saxena	II
106	13032	Har Narain	II
109	16190	Jaggiwan Pant	II
111	12082	Jai Pal Singh Naresh	II
116	13010	Prem Bahadur Saxena	II
120	16191	Ram Kumar Kestogi	II
121	13011	Ramesh Chandra	II
122	13080	Sahir Husain	II

Roll No	Enrolment Number	NAME	Class
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**Bareilly College, Bareilly — (Concl'd)**

123	16192	Satish Chandra Sharma	II
129	11232	Syed Zahur Hussain Zaidi	II
130	12140	Virendra Datt Saklani	I

**D A-V College, Cawnpore**

132	13106	Babu Ram Gupta	I
133	13233	Radri Parshad Jain	II
135	15885	Bishambhar Nath Bhattacharya	II
136	16920	Bishnu Narain Agnihotri	II
137	11242	Bishun Narain Srivastava	II
138	12446	Brij Behari Lal Saxena	II
140	13118	Chandra Bhan Prasad Nigam	II
141	11013	Chandra Bhushan Singh Chauhan	II
142	11016	Chandrika Prasad Nigam	II
147	12450	Dhyan Pal Singh	II
148	15097	Dhupal Dutt Pandey	II
149	12284	Ganesh Datt Mishra	II
150	11071	Gopal Krishna Sarkar	II
151	13218	Govind Singh Kshatriya	II
152	11024	Gullu Shanker Gautam	II
155	11028	Jagdish Narain Tiwari	II
156	15887	Jagdish Prasad Gupta	II
158	13139	Jaipal Singh Yadav	II
160	11253	Kali Shanker Shukla	II
161	11033	Kameshwar Dayal Srivastava	II
162	13306	Karan Kumar Dikshit	II
163	15886	Kashu Nath Bajpai	II
165	12745	K. Raj Bahadur Singh Gautam	II
166	1255	Krishna Chandra Berry	II
167	15889	Krishna Deo Prasad Umkora	II
168	11088	Krishna Murari Lal Agarwala	II
169	11036	Kr. Surya Prasad	II
170	12037	Kumar K. L. Singh Bhaduria	II
171	13145	Lakshman Swarup Mittal	II
174	13151	Mam Lal Gupta	II
175	970	Mam Lal Sharma	II

Roll No	Enrolment Number	NAME	Class
<b>D A V College, Cawnpore —(Concl'd)</b>			
176	12531	Muhammad Ali Anwar	II
177	12533	Muhammad Wahajul Hasan Hashmi	II
178	11259	Mujeeb Ullah	II
179	13154	Niranjani Pal Singh	II
180	15890	Om Prakash Hajari	II
181	13254	Om Prakash Tayal	II
182	9698	Onkar Prasad Saxena	II
185	11045	Prayag Narayan Pandey	II
186	8750	Pyare Lal Gupta	II
187	13223	Raghuvansh Lal Avasthi	II
189	15891	Raj Kishan Sikand	I
192	13258	Ramanuj Prasad	II
194	8535	Ramesh Narain Saxena	II
195	12539	Ramji Das Tiwari	II
198	16913	Ram Rup Katiyar	II
203	11500	Shanti Kumar Bajpai	II
205	11067	Shiva Narain Khanna	II
205	11950	Shiva Shankar Nigam	II
205	13199	Shri Narayan Gupta	II
209	16921	Shri Krishna Jha	I
213	13194	Surendra Swarup	II
214	15823	Surya Narayan Bhatt	II
215	11954	Trilok Nath Bhargava	II
216	11251	Tulshi Prasad Srivastava	II
217	13411	Uma Shankar	I
<b>S D College Cawnpore</b>			
221	12146	Badra Prasad Gupta	II
222	16922	Banwari Lal alias Satya Sheel	II
223	13112	Bhanwar Lal Sharma	II
224	12151	Bisambhar Nath Srivastava	II
225	12155	Durga Prasad Gupta	II
226	16924	Dwarka Das Dabho	I
227	13295	Gurraj Prasad Sharma	II
228	13299	Hari Yogendra Prasad Bajpai	II
233	12505	Jai Shankar Bajra	II
234	13366	Krishna Saran Lal Nigam	II

Roll No	Enrolment Number	NAME	Class
<b>S D College, Cawnpore — (Concld)</b>			
235	13313	Narendra Nath Katiyar	II
236	12477	Nitya Nand Dixit	II
238	12944	Prem Narayan Saxena	II
239	16581	Prithi Raj Sethi	II
240	13324	Rajeshwar Daval Mathur	I
241	16580	Rajni Kant Srivastava	II
242	12173	Ram Narayan Agarwala	II
243	11721	Ram Prasad Dhoundyal	II
245	16891	Rama Singh Srivastava	II
248	12548	Sampson William Boaz	II
249	16485	Shambhu Nath Dutt	II
250	12176	Shiam Lal Srivastava	II
251	13329	Shri Krishna Chandra Sharma	I
252	10937	Someshwar Dayal Sethi	II
253	11760	Thakur Yodhraj Singh	II
254	8661	Vishnu Datta Misra	II
256	16586	Waman Anant Junankar	II
<b>Holkar College Indore</b>			
257	16856	Anant Madhav Wagle	II
258	11103	Ardesher Maneckji Khory	II
259	16912	Asgher Ali Musaji	II
261	16857	Babu Ram Gadodia	II
262	11347	Balkrishna Harnarayan Bhatt	I
263	12921	Bhagwan Das Sharma	II
264	11349	Bhagwati Lal V Rawal	II
268	9479	Chandrasen Ram Chandra Naik	II
271	12690	Damodar Govind Natu	II
272	11355	Dattatraya Ganesh Deshpande	II
274	11357	Durgaprasad Pathak	II
277	11360	Ganpati Thakurlal Barde	II
279	12803	Gopal Sadashio Gore	II
281	9445	Govind Vishnu Pathak	II
282	10208	Govind Vishwanath Naik	II
283	11805	Gul Mohammad Khan	II
285	12975	Jankilal Trivedi	I
286	16860	Jaswant Singh Singvi	II
287	12810	Jayawant Kerola Walke	II



Roll No	Enrolment Number	NAME	Class
<b>Holkar College, Indore — (Contd.)</b>			
288	16861	Jugmanderlal Jain	II
291	12814	Kantil Chand Jain	II
292	16862	Kanwar Sen H. Modv	II
293	9751	Kesar Singh Hiran	II
294	12723	Kr. Vijay Singh Kanawat	II
295	12626	Kr. Zerawar Singh Thala	II
297	12821	Madhav Narayan Shingal	II
298	12823	Madhuker Pandurani Wagle	II
299	10222	Malhar Gangadharpani Puranik	II
301	16863	Manikrto Tukaram Konde	II
303	11386	Mannalal Gangwal	II
304	9995	Manohar Singh Mehta (Primus)	II
307	11399	Md. Ahmad Khan	II
311	11398	Moolchand Gupta	II
312	10226	Nandkishore Acharya	I
313	12832	Nandlal Kashiwal	II
314	8373	Narayan Ganesh Patwardhan	II
316	11124	Nasiruddin Ahmad	I
317	11407	Nemichand Kashiwal	II
319	12816	Premchand Motilal Jain	II
320	9581	Pursh Ram Das Mahajan	II
321	10865	Raj Kumar Beri	I
322	13323	Raj Nath Pandya	II
323	10666	Ramchandra More Jiwari Kanade	II
324	11417	Ramchandra Sadashiva Machalpurkar	II
326	11419	Ramchandra Kanjolia	II
328	11133	Rajesh Singh Kothari	II
330	10234	Ratan Lal Mehta	II
331	1023	Ratanlal Shah	II
336	10240	Ramkar Lal Ojha	II
337	7159	Ramkar Mahesh Katurmale	II
342	11426	Ramchandra Upadhyay	II
344	11427	Shrikrishna Kothari	II
345	7531	Shrikrishna Mahadev Kothkar	II
346	12826	Shrikar Ram Mahadev	II
347	11424	Shrikar Ram Shankar Tare	II
353	12958	Sri Vallabh Natar	II

Roll No	Enrolment Number	NAME	Class
<b>Holkar College, Indore —(Concl'd)</b>			
351	12960	Shyam Sunderlal Mathur	II
352	12857	Shyam Sundar Ramkrishnaji Vyas	I
355	12859	Sumersingh Sivasingh Tawar	II
356	12860	Surajmal Javar	II
357	16871	Surya Narain Dube	II
358	7534	Tribhawannath Segal	II
360	11434	Uma Kant Trivedi	II
363	12866	Vishnu Ganesh Vishwarup	II

**Meerut College, Meerut**

367	13426	Anand Prakash	II
369	11585	Bal Krishna	II
371	13799	Baso Ram Sangal	II
373	15625	Bishan Bihari Lal Mathur	II
376	15619	Dev Prakash Gupta	II
377	13450	Digamber Prasad Jain	II
378	13506	Din Dayal	II
379	15626	Din Dayal Aggarwal	II
380	10417	Dinesh Chandra Gupta	II
382	7663	Gajram Singh	I
383	13294	Gambhur Singh	II
384	11623	Ganga Dan Sharma	I
385	15620	Govind Singh	II
387	13509	Harish Chandra Tayal	II
390	13481	Janendra Prasad	II
391	11651	Jyoti Prasad Maheshwari	I
393	15627	Kirori Mal Rustagi	II
394	13655	Krishna Swarup Sharma	II
396	10466	Madan Mohan Maithel	II
397	13499	Mahabir Prasad Jain	II
399	13519	Muhammed Swaleh	II
402	13161	Pradumna Singh	II
409	15622	Ram Narain Rastogi	II
410	16889	Ram Saran	II
411	13551	Rang Bahadur Mathur	II
412	15632	Sachidanand	II

Roll No	Enrolment Number	N A M E		Class
Meerut College, Meerut — (Concl'd)				
413	3980	Sayid Riaz Ahmad	--	II
414	13556	Sangat Singh	--	I
416	13558	Sardar Singh Verma		II
417	15628	Sheo Narain		II
422	13568	Sukh Bir Singh Mahle	--	II
424	15629	Yatindra Kumar Jain		II

### FA STUDENTS

#### Agra College, Agra

425	12655	Abrar Hasan Khan	—	II
428	11792	Badri Prasad Sharma	—	II
430	14787	Devi Ram Gupta	—	II
431	10702	Dip Chandra Gupta	—	II
435	12195	Kailash Behari Mathur	—	II
436	11833	Kailash Chandra Saksena	—	II
438	11827	Krishna Singh	—	II
441	9308	Padam Chandra	—	II
443	2397	Ram Charan Lal Upadhyaya	—	II
452	6988	Yatendra Pal Singh	—	II

#### Bareilly College Bareilly

458	12065	Greesh Chandra Saxena	—	II
461	12070	Mohammad Abdul Muqtadir	—	II
462	14431	Mohd. Ali Siddiqi	—	II
466	10132	Ram Bharsay Lal	—	II
474	10628	Sultan Singh Saxena	—	II
476	9123	Uma Shanker Bisaria	—	II

#### S. D. College, Cawnpore

484	10628	Rafiah Khanan Misra	—	II
487	10634	Shiva Ratan Lal	—	II

#### Holkar College, Indore

486	9668	Malhao Kapilmath Deshmukh	—	II
487	10617	Madhav Chaitra Dholiya	—	II
488	7180	Raj Krishna C. Vyas	—	II

Roll No	Enrolment Number	N A M E	Class
Meerut College Meerut			
505	11572	Ahmad Hasan Khan	II
506	11574	Abel Singh Sirohi	II
507	11591	Bhagwat Dayal	II
509	9149	Brij Mohan Lal	II
517	10047	Joti Prasad Maheshwari	II
519	10462	Kshetra Pal Garg	II
520	11666	Ishliman Singh	II
521	14669	Madan Lal Kapur	II
522	10469	Mahabir Singh	II
524	9202	Mahendra Nath Dixit	II
526	11076	Mohd Ghayas Ahmad Khan	II
527	11683	Mukat Belari Tal	II
528	15293	Mutsaddi Lal	II
530	11687	Niranjani Singh Verma	II
531	9374	Nirmal Dass Agarwal	II
533	9235	Rafiq Ahmad	II
541	11776	Fahim Ahmad	II
543	11767	Wajih Uddin	II

## B COM EXAMINATION.

Roll No	Enrolment Number	Name	Division
St John's College, Agra			
1	12556	Bani Prasad Mehra	II
2	14302	Bhanwar Lal Ajmera Jain	II
3	14301	Bishan Swarup Sethi	III
4	12559	Brij Mohan Lal Bhatnagar	III
5	14303	Gulab Singh Jain	II
6	14304	Gur Saran Lal Srivastava	II
7	14305	Hira Lal Ghia	III
9	14308	Kishan Kumar Gupta	II
11	14309	Lalta Prasad Raizada	II
12	14311	Mahabir Prasad Kaika	III
13	12566	Mahadeo Waman Kanade	III
14	12564	Manak Chand Jain	III
15	14312	Milap Chand Luhadia Jain	II
16	14313	Munni Lal Agrawal	II
18	14315	Rachhbir Prasad Jain	III
19	14316	Reshendra Dutta Misra	II
21	14319	Shanti Swarup Gupta	II
23	14320	Shyam Baboo Bansal	III
24	14321	Shri Pati Lal Gupta	II
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33	15214	Elakwari Prasad Rajja	II
35	15216	Elawari Shanker Lal Srivastava	II
37	15217	Elrij Basi Lal Varma	III
38	15218	Elrij Narain Mishra	II
38	15219	Dey Lal	III
39	15220	Durja Lal Gupta	I
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47	15227	Kalka Prasad Saksena	III
48	15228	Lakshmi Narain	III
50	15230	Madho Swarup Kaushik	III
51	15231	Mani Lal Gupta	II
52	15232	Mata Prasad Saksena	II
53	15238	Nand Lal Kabra	II
54	15238	Narayan Rao Krishna Rao Shinde	III
55	15233	Niranjani Lal Jain	III
56	15234	Paras Dass Melita	II
57	15235	Phool Chand Gupta	II
59	15236	Prakash Chandra Gupta	III
60	15238	Raghunath Prasad Gupta	II
61	15240	Rajendra Narain Mathur	III
62	15241	Rajeshwari Prasad Saksena	III
63	15239	Raj Kumar Agarwal	II
65	15242	Ram Chandra	III
66	15242	Rameshwar Prasad Srivastava	III
71	15242	Shanti Sarup Johri	III
72	15250	Shyam Sunder Khatun	II
73	15251	Sita Ram Pandey	II
75	15253	Suresh Chandra	III
76	15254	Vidya Dhar Asthana	III
77	15255	Vishnu Sharan Singh	III
78	15256	Waman Ganesh Amlekar	II
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79	15000	Aditya Narayan Bajaj	III
82	15015	Bansi Dev	II
86	15016	Bihari Lal	III
87	15018	Erin Kishore Dulac	III
88	15019	Erin Lal Gupta	II
89	15021	Chunni Lal Agarwal	III
92	15033	Dattatray Maladeo Khanzode	III
93	15039	Daya Narain	III
95	15044	Devi Lal Goyal	III

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97	15094	Durga Prasad Agarwal	III
99	15032	Gobardhan Prasad Nigam	III
100	15030	Gopal Madhava Sapre	III
101	15027	Gopal Saran Prasad	II
102	15026	Gopal Sharan Shrivastava	III
103	15031	Govind Ram Arora	II
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108	13356	Jagat Narain Gaur	III
109	15037	Jagat Narayan Khanna	II
110	15038	Jagat Prakash	III
111	13353	Jagdish Prasad Khare	III
112	15039	Jagdish Swarup Saxena	III
113	15040	Kamta Prasad Dixit	III
114	15042	Krishan Lal	II
115	15041	Krishna Chandra Gupta	II
116	13363	Kundan Lal Sharma	II
117	13419	Madhukar Shivaram Sharangpani	III
118	13800	Manulhari Keshavlal Mehta	III
119	15044	Markandey Singh	III
120	15045	Mathan Lal Saxena	II
121	15043	Mohammed Iqbal Husul Hassan Khan	III
123	15046	Mohan Lal Joshi	II
124	15047	Mohan Lal Sharma	II
125	15048	Narain Lohari Mathur	III
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129	15054	Palani Prasad Jain	III
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93	10319	Daya Naram	III
95	15034	Devi Lal Goyal	III



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158	13408	Shyam Bihari Lal Khare	III
159	15080	Sukh Dayal Dadu	II
160	13397	Swaroop Kishore Bhatnagar	III
161	15081	Syed Zahur Uddin Ahmad	III
162	15082	Tej Bahadur Saxena	III
163	15083	Tej Nath Pathak	III
164	15085	Vidya Dhar Sharma	III
166	15086	Vithal Dhundirajpant Jawalikar	II

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168	12568	Rajendra Bahadur Dulela	III
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#### D A-V College, Cawnpore

170	11261	Ram Swarup Anand	III
171	11102	Rajva Dutta Sharma	III

#### S D College, Cawnpore

174	13389	Ram Swaroop Agarwal	III
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### TEACHER

172	T325	Shyva Narain	Teacher, Cawnpore
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180	12554	Ambika Prasad Pande	P
182	11540	Rama Swarup Darbari	P
<b>D A -V College Cawnpore</b>			
184	13238	Chandra Bhal Misra	P
185	12218	Sri Krishna Mehrotra	P
<b>S D College Cawnpore</b>			
186	12239	Jamshed Eduljee Mistry	P
187	13385	Raghubar Dayal Kironi	P
189	13496	Shri Dhar Misra	P
190	13495	Sudershan Chandra Agarwal	P
<b>TEACHER COMPARTMENTAL CANDIDATE</b>			
191	T396	Brahma Datta	Teacher Shahjahanpur

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72	Shyam Sundar Kathi	D A V College, Cawnpore	I
39	Durga Lal Gupta	Do	I
109	Jagat Narain Khanna	S D College Cawnpore	II
126*	Nathu Ram Pandey	Do	II
154*	Shyam Mohan Lal Tewari	Do	II
20	Vishnu Narain Gautam	St John's College	II
145	Kameshwar Sinha	S D College Cawnpore	II

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1	13903	Anand Singh Negi	II
-	13904	Babu Ram	II
3	12324	Bhuvaneshwar Prasad Sharma	II
4	12352	Bikram Singh Sirohi	II
5	13906	Brahm Singh Chowdhry	I
6	13907	Brij Raj Narain Saxena	III
7	13908	Chandra Bhan	II
8	13909	Chhotey Lal Katiyar	II
9	13910	Chhotey Singh	II
10	13911	Devapi Deva Acharya	II
11	13912	Dinesh Prasad Bajpai	III
12	13913	Dudh Nath Singh	II
13	13914	Gopeshwar Nath Gupta	II
14	13915	Gur Prasad Seth	I
15	13916	Gyan Pal Shukla	II
16	13917	Harish Chandra Sharma	III
17	13918	Hori Lal Katiyar	II
18	13920	Jagdish Narain Misra	I
20	13921	Jogendra Pal Singh	II
21	13923	Kameshwar Saran Koya	II
22	13924	Kamta Prasad Garg	III
23	12336	Lakshmi Narain Jayaswal	II
25	10922	Mashkoor Ahmad	II
26	13927	Maya Dhan Singh Saran	II
27	12338	Mul Ali Abdul Kadir Khan	II
28	13929	Onkar Singh	II
30	13931	Qasim Hamid	II
31	13933	Rajendra Nath Prasad Sharma	II
32	13932	Raj Kishore Seth	II
33	13933	Richpal Singh	II
34	12336	Sallajet Uddin	II
36	13939	Shankar Vishwanath Dey	III
37	13937	Shiva Narain Singh	II
38	13938	Shri Varhan Bhargava	II

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Govt Agricultural College, Cawnpore — (Concl'd)					
39	13936	Shyam Sunder Jaiswal	-	-	III
40	13939	Surendra Nath Sharma	-	-	II
41	13919	Syed Irshad Husain	-	-	III
42	13941	Uma Shanker Singh	-	-	II

## TEACHER

44	T391	Tilak Ram Goel	Teacher, Cawnpore	II
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## COMPARTMENTAL CANDIDATE

45	12322	Atma Goyind Prasad	- -	P
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14	Gur Prasad Seth	Agricultural College Cawnpore	I
( *5	Brahm Singh Chaudhury	Do	I
( *18	Jagdish Narain Misra	Do	I
44	Tilak Ram Goel	Teacher Cawnpore	II
31	Raghunath Prasad Sharma	Agricultural College Cawnpore	II
40	Surendra Nath Sharma	Do	II

*Botany with Plant Pathology*

5	Brahm Singh Chaudhury	
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*Botany with Horticulture*

14	Gur Prasad Seth	
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*Zoology with Entomology and Parasitology*

18	Jagdish Narain Misra	
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\* Got equal marks









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Books recommended—

FOWLER The King's English (O U. P.)

FOWLER Dictionary of Modern English Usage  
(O U P.)

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Subjects for short essays will be set from the following books, which are not meant for detailed study—

EDWARD MASON Readings from the Scientists (*excluding* the four chapters entitled (i) Mechanics, (ii) Astronomy, (iii) Relativity and (iv) Cloud forms and Paintings) (Macmillan—Students' Library)

M S MANGALIK Deepmala (Indian Press, Allahabad)

TICKER An Anthology of Modern Memories (Nelson)

One Act Plays of To-day, (Harrap), Series IV.

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GALSWORTHY Loyalties

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J C SMITH A Book of Modern Verse (Oxford University Press)

M ARNOLD Tristram and Iseult

Palgrave's Golden Treasury with the fifth book added by Lawrence Binyon (Macmillan) The following are prescribed —

MILTON 'On the late Massacre in Piedmont  
When the Assault was Intended to the City  
On His Blindness

WORDSWORTH Ode on the Intimations of Immortality

COLERIDGE Kubla Khan

KEATS Ode to the Nightingale

SHELLEY Ode to a Skylark

TENNYSON The Lotus Eaters\* Choric Song To Virgil

BROWNING Love among the Ruins and Prospect

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MORRIS A Garden by the Sea

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D C SHARMA Ideals and Realities (Oxford University Press)

THACKERAY Esmond

NEWMAN Literary Selections (Prose passages only) (Longmans)

NOTE : — Candidates will be expected to show familiarity with the principal metrical forms of English verse. The following books are recommended —

MAYOR Modern English Metre (Cambridge University Press)

EGGERTON SMITH Essay writing, Rhetoric and Prosody (Oxford University Press)



HOLME English Prose for Indian Students and Teachers (Longmans, Green & Co)

NOTE 2 Candidates are expected to show some acquaintance with the main outlines of the history of English Literature during the periods covered by the prescribed texts. The following books are recommended—

EMILE LEGOUIS A Short History of English Literature (Oxford University Press)

MAIR Modern English Literature (Home University Library)

STOIFORD BROOKE Primer of English Literature (Macmillan)

G F HOLLINGWORTH A Primer of Literary Criticism (Univ. Tut. Press, London)

GILES Introduction to Modern Poetry (Blackie)

PENDLBURY English Lyrical Types (Blackie)

## ARABIC

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Omit—Selection from—

ديوان الشعراء and مقامات بدوي

and add مقامات بدوي first 8 maqamat (Mujtabai Press, Delhi)

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Questions on Grammar will be set in both the papers

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حكمة ارباب اللغة العربيه (Published by Anwar Ahmadi Press, Allahabad).

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در اسماء احمدات و شرح احوال مدن

(2) نظام الملک طوسی — سیاست نامہ — ”اودر عمال و یوسوس“

”و سے از احوال و دربار و علامان“ ”تا“ ”در کارها و لوازم چو دوسوسه و ماند بوقت اللہ تعالیٰ“

(3) احوال الفصل — ایشام —

(1) خطاب حضرت شاہشاہی ہشاد عباس

(2) مشور حضرت شاہشاہی دہ حکیم ہمام

(4) آئین اوری —

(1) آئین ہار

(2) آئین دھرموی

(5) علامہ الدین ابن عطار ملک دہلی — تاریخ جہانکشا

(1) دگر قواعدی کہ چنگیز خان بعد از خروج بہاد و نساہا

کہ فرمود

(2) دگر خروج چنگیز خان و ابتدائی اقبال دولت و مملکت

ملوک جہان و بعد احوال آن بر سبیل استعار

(6) نور الدین طہری تر سہری

نثر اول از سہ نثر

NOTE 1 — \a-rah (نثر) published by Kitabistan, Allahabad which includes the above selections is recommended

NOTE 2 — Questions on Grammar will be included in this paper

## Paper II — POETRY.

(1) قصائد حافظی .

(1) دہ من پیر تعلیم است و من طفل و نادانم

excloding (1) دہ چوں جمال ..... حاقاش (1) حاقاش

مک مہاے (1) دہم ہاک ..... سہاش (11) حاش ..... حاش

دہم دہہ ..... ہمتاش (7) حاش ..... حاش

(2) مستخدم چوں کہ نداد آہ دود آسانے من

..... چشمه صلب (ii) چون..... والاء من (i) excluding  
اگرچه..... استهزاء من (iii) احزاء من

(2) قصاید ابوری :

(۱) اے قاعدۂ تارہ ز دست تو کرم را

(۲) حرم خورشید چو از حوت در آید بعدل

خلفۂ بیدار بودم دوش کردار السلام—قصیدہ کمال اسمعیل (۳)

(4) —قصائد عرفی

(۱) اے متاع درد در بازار حاس انداختہ

(۲) اقبال کرم می گزد آں باب ہمہ را

(۳) اے مرتفع نسبت ذات تو شان علم

(5) —قصائد بیضی

۱—یا ازلی الطہور یا ابدی العنا

۲—اے نقد عمل و شروع بدانم چہ گو ہوی

(۶) قصائد قافیہ

۱—دوشم ندا رسید زدرگاہ کنیا

۲—ساقی بدہ رطل گواں زان می کہ دہقان پیرون

(7) —غزلیات عراقی

۱—نخستین بادہ کاندر جام کردند

۲—ہے شوارۃ للندرنزن ارحریف مائی

(8) غزلیات سعدی

۱—درست اگر در آنی عالم بہم برآید

۲—سوی زند ز مشرق شمع فلک زہانہ

(۹) غزلیات خانی

۱—دل می یون ز دستم صاحب دل خدارا

۲—سدمی مام ہر بدن پہلی بکسر نمی از بد

(10) غزلیات مولی

۱—سپہ دارو نشا ملت تہد در جان ما

۲—پہلی زنگہ فروماتہ را ایسی بالوقت

(11) غولباب طبری

۱—بظن من طائر و صیاد در قصاصت است

۲—چه خوش است اردو یکدل سرخرو به بار کردن

(12) غولباب صائب

۱—عشق نکسان از درویش و دودگرمی کشد

۲—به مایل می رسد حوالمی کلام آهسته آهسته

(13) غولباب ابوطالب لدم

۱—بدری رسد و مسمی طمع حواں گدست

۲—از نبات عشق دائم پانه دامن داسم

(14) غولباب غالب

۱—هرچه فلک به خواست است جمع 'س از فلک به خواست

۲—برادری که دران حصر را عصاحت است

(15) مثنوی سکندر نامه نسیمی

۱—حمد

۲—مناجات

۳—عت

۴—پیروی ماضی اسکندر بردار و کشته شدن دارا

NOTE—(1) Questions on Rhetoric will be included in this paper

(2) A general sketch of the History of Literature with reference to the authors prescribed in the text is particularly expected

For the History of Literature, "An Outline History of Persian Literature, by A H Faridi" (published by Ram Prasad and Brothers Agra) is suggested

### Paper III—RAPID READING AND TRANSLATION

Muntakhabat Farsi Jadid, by T Gilani (Ganga Prasad and Sons, Agra),

Or

Adabiyat-i Ajam Part III, by A H Faridi, (Sri Ram Mehra, Agra)

NOTE—The question paper to contain questions on both the books.

Students who offer Persian are required to have such knowledge of the Etymology of the Arabic language as will enable them to explain all Arabic words and phrases which may occur in the text books and in the book recommended for Rapid Reading in Persian

NOTE.—Persian words must be written in the Persian character

## SANSKRIT

Paper I—Poetry and Drama

- (i) Bhavabhūti Uttararāmacharita
- (ii) Kalidasa Raghuvamsha Canto II

NOTE—No questions to test the knowledge of Prakrit shall be set

Paper II—Prose, Rapid Reading and *either* Rhetoric *or* Elements of Hindu Culture

- (i) Bana Kadambari, Kathamukhaprakarna upto  
“श्रूयता यदि कौतूहलम्”

- (ii) Bhasa Pratimanatakā

Mahabharata condensed by Dr Raghavan  
(Natesan & Co, Madras), from Udyoga  
Parva to Santi Parva

Gatharatnasamuchchaya edited by Pandit  
Mathura Nath Shastri (to be had of  
Babu Kanhaiyalal Bookseller Tripolia  
Bazar, Jaipur City)

Students should be taught to study these books by themselves  
with the help of a Sanskrit English Dictionary

- (iii) *Either*—

Elementary knowledge of Alankaras from  
Kavya Dipika only Chap VIII (अष्टम  
शिखा excluding अष्टम शत लोका)

Or

Elements of Hindu Culture

- (i) The Family—The Sanskaras and Ashramas food clothes and ornaments house and furniture
- (ii) Community—The Varnas and castes
- (iii) Society—Economic Life—means of livelihood  
Property—Possession and ownership  
Agriculture, Industry, Trade, Commerce,  
Coinage  
Origin of Writing

(11) Political Organisation/ Sources of Revenue  
Spiritual and Temporal Power.

Kingdoms and Republics Machinery of  
Government, Royal Offices Assemblies

Administration of Justice and punishments

Books recommended—

JOLLY Law and Custom

MUKERJI (RADHAKUMUD): Hindu Civilization

Paper III —Composition, Translation and History of  
Literature

*History of Sanskrit Literature*, dealing with the Epics,  
Kavyas, Lyric Poetry, drama, Fairy Tales and Fables.

Books recommended—

KEITH Classical Sanskrit Literature (Heritage of  
India Series)

VEDAVIAS Sanskrit Sahitya ka Itihas (D. A -V.  
College Research Society, Lahore)

MACDONELL History of Sanskrit Literature,  
Chapters X—XIV and XVI.

*Grammar* —Books recommended —

(1) KALE OR KEILHORN: Higher Sanskrit Gram-  
mar

(2) APTE Guide to Sanskrit Composition

(1) General questions on Grammar will be set in  
Papers I and II and not more than 10 per cent marks in  
each paper shall be allotted to them

(2) Explanation in Sanskrit or in *Tika* form should  
be confined to the book on Poetry under Paper I and  
marks, not more than 15 per cent of that paper, may be  
allotted to it

NOTE.—Sanskrit must be written in the Devanagiri character

## MODERN INDIAN LANGUAGES

## Hindi

## Paper I —Prose and Drama Texts

SATYANARAIN KAVIRATNA Uttararamacharita

RAM CHANDRA SHUKLA Tribeni (Revised Edition)

KRISHNANAND PANT Gadya Sangraha

PREM CHAND Seva Sadan

## Books recommended—

SHYAM SUNDAR DAS Goswami Tulsidas

RAMA KANT TRIPATHI Hindi Gadya Mimansa

MAHAVIR PRASAD DWIVEDI Rasagya Ranjan

## Paper II —Poetry Texts

KESHAVADAS Ram Chandrika (A P Edition),  
up to धाराम कथित राज्यश्री निदा ।JAYASI Sankshipta Padmavat (New Edition),  
omitting Raghava Chetan and Gorabadi  
KhandSHRIDHAR SHARMA PANT Tulsī Manjari,  
Revised edition (Published by Madan  
Mohan and Co Chandrase)

SURDAS Sur Muktavali, Revised edition

## Books recommended—

MAITHILI SARAN GUPTA Yashodhara

SUMITRANANDAN PANT Gunjan

S S DAS Hindi Bhasha aur Sahitya (portion  
on Literature)

BRIJ RATNA DAS Hindi Sahitya ka Itihās

RAM KRISHNA SHUKLA Kavya Jigyasa

The following syllabus is prescribed in Rhetoric —

## (a) अलंकार—

(i) शब्दालंकार—यमोक्ति, अनुप्रास, यमक, श्लेष ।

(ii) अर्थालंकार—उपमा (पुरुषोपमा, लुप्तोपमा, मालोपमा),  
प्रतीप, रूपक, उल्लेख, स्मरण, सान्निध्य, सन्देह, अपहृति,

उत्प्रेक्षा ( वस्तु, हेतु, फल ), अतिशयोक्ति दीपक, निदर्शना, व्यतिरेक, सहोक्ति, परिकराकुर, अपस्तुतप्रशसा ( अन्योक्ति ), विभावना, असंगति, यथासध्य वा क्रम परिसंख्या, अर्थान्तर-याम, दृष्टांत, मुद्रा, तद्गुण अतद्गुण, मीलित और उन्मीलित ।

(b) रस—रस और भाव—

रस निष्पत्ति ( विभाव, अनुभाव, संचारी ) ।

(c) दोष—श्रुतिकट्ट च्युतसंस्कृति, अश्लीलत्व, अप्रतीतत्व, ग्राम्यत्व, क्लिष्टत्व, न्यूनपदत्व, अधिकपदत्व, अकमव, पुनरुक्ति और दुष्कमत्व ।

Paper III — Translation and Composition

Translation from English into Hindi and Composition

Books recommended—

H N TANDON Rajat Kan

GULAB RAI Prabandha Prabhakar (Hindi Bhawan Lahore)

### Urdu

Paper I — Prose

(1) ادب معرب مصنفہ راشد الحق

(Published by Gay a Prasad & Sons Agra )

(2) ادب معرب مصنفہ مولانا وحید الدین سلم

omitting the following articles —

(1) اصلاح زبان اردو (2) ادب معرب کی عام زبان

(3) ادب معرب کی زبان

N B can be had of the Annwar Book Agency Lucknow

(4) ادب معرب کی زبان مولانا ادیب دہلوی



## Paper II — Poetry

(a) Marsia

(1) جب قطع کی مسامتہ سے آفاک بے (۱۰۰ میل) سے مشدوعہ  
آگہ احسان پورس آگرہ

(b) قصائد و نثریات

(2) قلعہ میں سخت (استحباب، شاید و عزائمات) شائع کردہ گیا ہو شاد

Omitting —

(۱) ہوا حب کہو ثابت ہے یہ تو عالمی مسلمانوں

(۱۱) والا دنیا میں ہمارے لئے عالم ہی ہے۔

(c) Modern Poetry

(3) حمص را  
 (4) طاعون

ار قاتل سر اقبال

Books to be consulted—

(1) راجع ادب اردو مصنف ریم نانو سیکسٹھ

نولکشر ریاض لکھنؤ

(2) کی رعنا مسجد، حکیم عبدالغنی صاحب

(3) مقدمہ و تصدیق روح تک مرید معذور الکر آبادی۔۔

(4) ادہ کے احالیب بیان : صلاۃ، داکٹر، ید متعی الدین قادی

NOTE - (a) The evolution of Ghazal in its various branches (mystic, philosophic, didactic, lyric, etc.) should be studied.

(f) Questions on the general History of Literature and criticism of the authors studied will be set in both Papers I and II.

(c)  $\Gamma = \frac{1}{\sqrt{2}} \begin{pmatrix} 1 & i \\ -i & 1 \end{pmatrix}$ ,  $\rho = \frac{1}{2} \begin{pmatrix} 1 & 0 \\ 0 & 1 \end{pmatrix}$ .

### Paper III—Translation and Composition

(a) Transition from English into Urdu

(1) Essay in Urdu

NOTE.—The following book is recommended to suggest the type of English passages for translation into Urdu.—

"Selected English Pieces for Urdu Translation", published by  
Ganga Prasad and Sons, Publishers, Agra

## Marathi.

There shall be *three* papers, each of three hours duration.

The first Paper will be set on the prescribed Prose texts and Criticism; the Second on the Poetry texts and Criticism and the Third paper on Translation from English into Marathi, Unseens (both prose and poetry) and Composition (prose and poetry, drama or conversation). Candidates are expected to select any two of these.

The ability of the candidates to read and write *Modi* (मोडी) will be tested by means of a question or questions set in the Third paper.

Candidates are expected to possess an adequate knowledge of General Marathi Grammar, (derivation and *Samāsas* in particular, with a general knowledge of the historical development of words and case terminations and a fair knowledge of the *Alankāras* prescribed. A general knowledge of the history of Marathi language is necessary.

In all papers the rules regarding spelling of Marathi words recommended by the *Mahārāshtra Sāhitya Parishad* (महाराष्ट्र साहित्य परिषद्) should be observed.

The following books are recommended for a knowledge of the general history of the language and literature —

1. वि. ल. भावे=महाराष्ट्र सारस्वत (Latest edition)
2. ल. रा. पांगारकर=मराठी वाङ्मयाचा इतिहास, खण्ड—१-२
3. कृ. पां. कुलकर्णी=मराठी भाषा उद्गम आणि विकास
4. वि. पां. नेने=अर्वाचीन मराठी साहित्य
5. वि. सी. सरवटे=मराठी साहित्यसमालोचन (मराठी साहित्य सभा, इंदूर)

Paper I —Prose, Texts and Criticism:

1. नागपुरकर भोंसल्यांची बगर (Union Stores, Topkhana, Indore).
2. कं. वि. गोडबोले—महाराष्ट्र शाकुन्तल

३. श्री. कृ. कोल्हटकर—साहित्य वत्तीसी ( पहिली २० प्रकरणें ) (Parchui Puranik & Co, Girgaon, Bombay).

४. वि. सा खांडेकर—रुथासंग्रह भाग १ ला ( वे भि. 'टेल्ले, मुंबई )

५. पु० य देशपांडे=सदाकुली (Narendra Book Depot, Dadar Bombay ४ )

६ वा ग टिलक —नियंधकार टिलक (व्हीनस स्टोअर्स पुणे)  
About 10 per cent of the total number of marks will be reserved for philological and grammatical questions  
Books recommended

१ ग. र दंडवत=श्रीदम्बरीची गोष्ट (Central Library, Birodri )

२ " " महाराष्ट्र नाट्यकला व नाट्यवाङ्मय. (Central Library, Birodri).

३ ना. सी फडके=प्रतिभासाधन (School and College Depot, Kolhapur)

४ न शं रदाळकर ( इंदूर )—शाकुन्तलसौंदर्य (Union Stores, Topkhana, Indore)

Paper II —Poetry, Criticism and Alankara

१ चांगदेव वटेश्वरकृत तरंगसार ( प्राच्यग्रन्थसंग्रहालय, उज्जैन )

२ छानेश्वर, नामदेव, जनाबाई यांचे नियडक अभंग (Sadashiv Book Depot, Topkhana, Indore).

३ मुहेश्वर—सभाष्य (Nirnaya Sagar Press, Bombay )

४ मोरोपंत—कवायली

५ भा० २१० तावे-तावे याची कविता (पटवर्धन Edition ) (Union Stores, Topkhana, Indore)

६ नागेश—सौताम्बयवर (Penguin's edition).

७ धोंधर—हरिविजय अप्पाय १ २ ( परचुर पुराणिक याणि मण्डली, मुंबई ४ )

About 10 per cent of the total number of marks will be reserved for questions on rhetoric, and poetics. The following syllabus is prescribed:—

काव्यलक्षण ( प्राचीन व अर्वाचीन ) काव्यप्रकार, ध्वनि रस, रीति, अलंकार, दोष. वृत्त आदि छंद ( प्राचीन व आधुनिक).

Books recommended—

1. परशुराम पंत गोडबोले—वृत्तदर्पण (Latest edition)
2. राजवाडे—मराठी छंद.
3. मो. त्र्यं. पटवर्धन—छन्दोरचना (Latest edition)  
( क. मि. डगळे बुकसेलर, माधवबाग, मुंबई )
4. रा. श्री. जोग—अभिनव काव्यप्रकाश ( प्रो. जोग, फर्ग्युसन कॉलेज, पुणे. )

Paper III —Translation, Composition and Unseens

Translation from English into Marathi, Marathi Unseens (both prose and poetry) and Marathi composition (in prose, poetry or conversation or short story) Candidates will be expected to select any two of the section-meant for composition. Marks will be approximately divided as follows —

- |   |          |          |              |
|---|----------|----------|--------------|
| (1) Translation from English into Marathi                                 | ...      | ...      | ... 12 marks |
| (2) Marathi Unseen, (prose and poetry,)                                   | 13 marks |          |              |
| (3) Marathi composition (prose and poetry) or conversation or short story | 15 marks |          |              |
| (4) Mod. मोडी reading and writing   | ...      | 10 marks |              |

## PHILOSOPHY.

There will be *two* papers —

*Either—*

Paper I—(a) Psychology and Metaphysics—

### (1) *General Psychology*

I The Problem, Data and Methods of Psychology.  
The Branches of Psychology

II —Empirical facts about the relation of Body and Mind The Structure and Functions of the Nervous System, in outline

III The General characteristics of Mental Life The different Levels of Consciousness The inseparable factors of mental life Cognition, Feeling, and Conation, their relation to one another

IV Intelligence, its nature, determining factors Heredity and Environment Methods of testing Intelligence Analysis of Intelligence by correlational studies and experimental methods

V Learning animal and human Learning of complex action patterns Learning by Trial and Error, and Observations Learning, in animals and men Learning by imitation, Learning by insight The Conditioned Reflex, its establishment and extinction The results of Learning Habit and the breaking of habit

VI Attention The nature, varieties, and conditions of Attention Span of Attention Attention and Consciousness Attention and Interest

VII Sensation, its general character, Sensation and Stimulus. The distinguishable characters of Sensation Descriptive analysis and general characteristics of Light, Sound, Taste Smell, Cutaneous, Organic, and Motor Sensations Weber-Fechner Law

VIII Perception and Sensation The nature and characteristics of Perception Perception and Attention, Signs and Meanings Perception of the Body, the External Reality, Space and Time Errors of Perception Illusions and their causes

IX Memory, the factors it involves Memorising *Intentional and Unintentional Learning* Factors of Economy in Memorising Retention Recall Recognition Laws of Association Percept Memory image and Eidetic image

X Nature and types of Imagination Relation of imagination to Memory Imagination as creative Imagination in the child Play Day dreams Worry Hallucination Dreams Freud's theory of Dreams Autistic thinking Invention and Criticism

XI Thinking its nature Free and Controlled Association Conception Thought and Language Reasoning

XII Feeling Pleasure pain related to activity and desire Feeling and Emotion Emotion and Instinct Emotion and its Expression The Organic States in Emotions The James Lange theory of Emotions Moods and Sentiments

XIII Conation The Stimulus and Motive of Activity Automatic Reflex Random and Instinctive acts Relation of Reflex and Habitual actions *Ideomotor* actions Playful and Purposive Activity Conflict of Motives Will Deliberation and choice

XIV Personality Factors in Personality Types of Personality Development of Personality Maladjustment and its treatment Suggestion and hypnotism psycho analysis and faith Integration and Disintegration of Personality Diseases of Personality The Unconscious or the Subconscious Mind Unconscious wishes and motives

#### (ii) Metaphysics

G T W Patrick Introduction to Philosophy (revised edition Allen and Unwin) Chapters I II IV VI X XIII XVI XVII, XVIII XX XXII XXIII and XXVI

A B—Candidates are expected to attempt three questions from each part in Paper I (a)

Or

Paper I (b) Psychology General and Experimental—

(i) General Psychology [Syllabus the same as under (a) (i)]

## (ii) Elementary Experimental Work in Psychology.

NOTE—There will be a practical examination for those offering Experimental Psychology

Books recommended for the syllabus in General Psychology—

MELLORE AND DRUMMOND Elements of Psychology (6th edition).

R S WOODWORTH Psychology (10th edition)

The scope of the experimental work is indicated by Seashore's Elementary Experiments in Psychology (Henry Holt & Co)

## Paper II—Ethics

## SYLLABUS

1 The Problem, Scope and Methods of Ethics  
Relation of Ethics to Psychology, Sociology, Politics, Economics, Metaphysics and Religion

2 Ethical concepts and their division into ultimate and non-ultimate—Analysis of Good, Right, Virtue, Duty, Merit and Responsibility—Subjective and Objective Morality—their obligatoriness

Ethical value—Intrinsic and Extrinsic—Commensurability of Values

Judgments—Appreciative and Descriptive—Self-evident and Provable—Nature of Moral Judgments—Objectivity of Moral Judgments

3 Psychological analysis and ethical significance of Desire, Will, Motive, Intention, Conduct, Character and Habit

4 Principal theories of the nature of the Moral Standard—

(a) The Standard as Law; The Law of Nature, The Law of God; The Law of the Tribe; Moral Sense; The Law of Conscience; Intuitionism; The Law of Reason

- (b) The Standard as Pleasure Hedonism—Psychological, Ethical and Evolutionary
- (c) The Standard as Perfection, Ethics of Self realization

5 Concrete Moral Life Relation of Ethical Theory to Practice Rights, Duties and Virtues Justice, Benevolence, *Ahimsa* Theories of Punishment Social and Ethical Institutions Functions of the State Moral Progress

6 Development of Ethical Thought The doctrine of Cardinal Virtues, Ethics of Naturalism General treatment of the Ethical doctrines of Spencer Mill Kant Nietzsche, Gandhi

7. Special Problems

- (1) Metaphysical Implications of Ethics Freedom, Theistic Interpretation of the World Immortality

- (2) International Morality

Books recommended for the Syllabus—

MUIRHEAD Ethics

MACKENZIE Manual of Ethics

J SETH Ethical Principles

## ECONOMICS

There will be two papers About half the total marks shall be allotted in each paper to general principles of Economics and the remainder to facts of Indian economic life The following syllabus is prescribed —

### PAPER I

1 *Introductory* —Subject matter Economics as a Science and an Art Relation to other sciences Its divisions

2 *Methods* —Deductive and Inductive Nature of economic law

3 *Definitions* —e.g., utility, wealth, capital, income, production, consumption, value, money



4 *Production* —The factors of production—land labour, capital, and organization (management and enterprise) Natural resources and human knowledge to use them Natural resources—agricultural, mineral, geographical, power

5 *Land* —Factors affecting its productivity Physical features of India The Indian monsoons Division of soils

6 *Products of Indian Land* —Agricultural products and their distribution Minerals and their distribution Forest products Possibilities of water power

7 *Rural Economics* —Different land tenures Zamindari and ryotwari systems Permanent and temporary settlements merits and defects of each Consolidation of agricultural holdings Factors affecting agricultural improvement in India

8 *Labour* —Factors determining its efficiency Malthus' theory of population positive and preventive checks Health and strength of the population, its character and training

*Indian Labour* —Occupation efficiency capacity and scope for training Density of population Its causes, Migration Health and vital statistics Standard of living Effect of social customs

9 *Capital* —Harmonies and conflicts of labour and capital Conditions affecting the growth of capital Fixed and circulating capital Advantages of machinery

*Indian capital* —Agricultural capital Roads Railway development management economic effects Water transport Irrigation electric Government works water rates

10 *Organization* —Distinction from labour Function Division of labour meaning, advantages, disadvantages, limited by the extent of the market Localization of industries causes, advantages, disadvantages Territorial division of labour

*The Law of productivity*—Combination of the factors of production The law of substitution The laws of diminishing increasing and constant returns with curves Their operation in agricultural and manufacturing industries Factors affecting the operation of the law of diminishing returns

*The scale of production*—Large and small scale Advantages of each

*Industrial organization*—Joint stock enterprise Various kinds of shares debentures risk involved in each Merits and defects of joint stock enterprise

11 *Co operation*—Co operation in production distribution or consumption and credit Productive co-operation Distributive co operation The Co operative Wholesale Society of the United Kingdom Co operative credit purpose rural and urban Ruffeisen system and land banks Schulze Delitzsch system

*Co operative credit in India*—Primary societies and of operations liability, shares and dividend security productive and unproductive loans concessions from Government funds test of efficiency and financial stability their benefits economic educational social etc Land bank their need Urban co operative societies Central Societies Provincial Credit Banks Statistics of number of societies members working capital

12 *Distribution*—Problem due to group production National dividend Distribution as link between production and consumption Equalization of marginal productivity Mobility of the factors of production

13 *Rent*—Definition Marginal cost and rent surplus Rent in intensive and extensive cultivation Cause of rent The law of rent Factors affecting rent Rent does not determine but is determined by price

14 *Wages*—Marginal productivity theory Factors determining the rate of wages Influence of custom Nominal and real wages Time and piece or efficiency wage Wages Fund Theory Peculiarities of labour as an agent

of production    Trade Unions    Brief survey of trade unions in India

15 *Interest* —Meaning, justification    Gross and net interest    Rate of interest and productivity of capital. Risk and interest    Effect of mobility of capital on the rate of interest    Rate of interest and saving    Indian rate of interest, cause of variation in different areas, seasonal variation of the discount rate

16 *Profit* —Meaning    Its relation to the rate of wages    Gross and net profit    Risk, remuneration of enterprise, surplus    How each is determined    Surplus profit and rent    Turn over    Profit and price    Profits in India

## PAPER II

1 *Exchange* —Origin    Sale and Purchase    Barter; difficulties, gain of exchange

*Market* —Definition    Place and time markets    Causes of extension of markets    Time markets    daily, short, long, and secular

*Balancing of demand of supply* —General theory of desire and aversion, their measurement    Laws of variation    law of utility, law of disutility, law of efficiency    Conditions of exchange    two sided monopoly, one-sided monopoly or competition, two sided competition    Theory of value    utility and cost of production    Limits of variation in exchange value    Operation of the force of demand and supply upon exchange value in the daily, short-period, long-period, and secular markets.

*Speculation* —Dealings in future    Relations between present and future prices    The stock exchange, investors, jobbers, bulls and bears    Effect of speculation in steadying prices

Joint demand and supply    Alternative demand and supply    Derived demand    Condition in which check to the supply of one factor in joint demand may raise its price

2 *Monopoly* —Meaning Kinds of monopoly, cartel, trust, vertical combinations Classifications of monopolies, Causes of industrial combinations Law of monopoly revenue Effects on monopoly revenue of elastic and inelastic demand and of the operation of the law of productivity Class price and use price Advantages and disadvantages of monopoly Control of monopolies

3 *International trade* —Difference from internal trade mobility of the factors of production Law of comparative cost Advantages and disadvantages of international trade International value limits of variation fixed by the difference in comparative costs Favourable and adverse balance of trade Equation of indebtedness, meaning factors affecting it India's balance of trade important items of foreign trade, important countries of export and import

4 *Free trade and protection* —Meaning of each Arguments for and against Means of encouraging Indian industries Conditions in which protection may be desirable in India Fair trades Countervailing duties Reciprocity Retaliation Imperial preference

5 *Money* —Definition, characteristics, functions Special suitability of the precious metals, legal tender full and limited Free coinage Standards of money The quantity theory of money Other factors affecting the level of prices Appreciation and depreciation Inflation and deflation their effects Index numbers object construction weighting defects Gresham's law and its limitations Bimetallism meaning, operation in limited and wide areas Law of compensatory action Paper money convertible and inconvertible covered and fiduciary Indian Paper currency

6 *Credit* —Postponement of payment and risk Bills of exchange in retail and wholesale trade Discounting and endorsing a bill Credit and capital Effect of credit on production

*Banking* —Functions Discounts Book credit Bank balance sheet Money market The clearing House System purpose, working, advantages

7 *System of Banking*—The United Kingdom the Bank of England Banking and currency theories The Bank Charter Act of 1844 (as amended in 1928) India The Imperial Bank, the joint stock banks, the exchange banks, the Government Treasury system indigenous banking, co-operative banks savings banks Defects in Indian credit organization Central Reserve Bank

8 *Foreign Exchange*—Meaning Foreign bills of exchange, drawer, acceptor currency in which payable Their supply and demand consequent effect on the exchange rate Specie points Factors affecting the demand and supply of bills trade stock exchange, and banking Par of exchange mint par Correctives to the exchange rate

9 *The Indian Currency*—Short history up to 1893 Measures taken in 1893 and 1899 The Gold Exchange Standard Machinery of maintaining the rate Effects of a rise or fall in the price of silver Measures taken in 1919 and 1927 Effects—temporary and permanent, of a rise and fall of the rate of exchange upon trade and production Summary of the measures recommended by the Currency Commission of 1926 (Brief outline of proposals regarding the rate, the gold bullion standard, and the Central Reserve Bank)

10 *Consumption*—Distinction from destruction, saving, and hoarding Kinds of human wants, their limitations and variety Law of consumption, classification of consumption into necessities comforts, and luxuries, and of necessities, into bare efficiency, and conventional necessities Efficiency is the basis of classification Variation of classification according to time, place, individual, and the unit of consumption

11 *Measurement of Wants*—Law of diminishing utility or satiable wants Factors modifying the operation of the law Marginal and total utility Law of equimarginal utility Law of demand Elasticity of demand Factors affecting the elasticity of demand Consumer surplus, definition, measurement Engel's Law of consumption Methods of spending and prices in

to satisfaction Relation of spending and savings Re  
action of consumption on production Economic waste

12 *Public Finance* — Difference between public and private expenditure Public expenditure and functions of Government Theory of maximum social advantage Brief summary of sources of State income and of public debt

13 *Taxation* -- Definition and characteristics of a tax The tax system Canons of taxation Direct and indirect taxation Incidence of taxation Taxes and monopolies Shifting of a tax

14 *Indian Finance* — Peculiarities of Indian Finance, Home charges, capital expenditure, exchange operation, agricultural seasons Brief summary of expenditure and public debt Main sources of Imperial and Provincial revenue Outline of the present system of land revenue income-tax, custom, salt, and railway revenue

15 *Causes of variation in national wealth and progress*

Books recommended—

MARSHALL Elements of Economics of Industry

THOMAS Elements of Economics

P BASU Principles of Economics

KRISHNA KUMAR SHARMA The Indian Money Market

The Indian Year Book

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## HISTORY.

There will be two papers —

Paper I — General History of Modern Europe from 1648 to 1914

ACTON Lectures on Modern History

HAYS A Social and Cultural History of Europe,  
Vol. I

HAYEN Modern European History

European History Atlas (Published by Denoyer  
Greppert Co, Chicago)

NOTE.—Questions on English History should not be compulsory

Paper II —A Period of Indian History

*Either*

(a) Ancient India up to 1200 A D

V A SMITH Early History of India, edited by  
Edwardes

R C MAJUMDAR Ancient Indian History and  
Culture

Greater India Society's Bulletins on India and  
China India and Central Asia, and Java and  
Sumatra (Part I)

R D BANERJI Pre Historic, Ancient and Hindu  
India

*Or*

(b) Mediaeval India, 1000 1707 A D

FOSTER Early Travels in India

ISHWARI PRASAD Muslim Rule in India (Book II  
only)

ISHWARI PRASAD History of Mediaeval India

AIYANGAR South India and her Mohammedan  
Invaders

J N SARKAR Mughal Administration

EDWARDES AND GARRETT Mughal Rule in India  
(Part II only)

DUTT AND SARKAR A Text book of Modern  
Indian History, Vol I, Parts 1 to 3

*Or*

(c) Rise and Establishment of British Dominion in India,  
1740 1919 (including Administration)

LYALL Rise and Expansion of British Dominion  
in India.

RAMSAY MUIR Making of British India

- Sindhia (Rulers of India Series)  
 Ranjit Singh (Rulers of India Series)  
 DODWELL Indian History after 1857 A D  
 Simon Commission Report, Vol I  
 DUTT AND SARKAR Text book of Modern Indian  
 History, Vol II Parts 1 and 2

## POLITICAL SCIENCE.

There will be 100 papers —

Paper I —Political Theory

Nature and scope of Political Science

Theories of the origin and nature of the State

The classification of States

Functions of the State

Political conceptions—Liberty, Equality Rights  
 Citizenship Public opinion Sovereignty, Nation  
 ality Imperialism and Internationalism

Modern Political Theories—Idealism, The Scientific  
 school The Psychological school, Individualism  
 Socialism, Communism Fascism

Development of the State

Forms of Government

The structure of the State

Books recommended—

JOAD Modern Political Theory

RAM AND ASIRVATHAM Political Theories and  
 Modern Government, Vol I

BARKER Political Thought from Spencer to the  
 Present Day

D BURNS Political Ideals

GARNER Political Science and Government



Paper II — *Either*—

## (A) Constitutions —

- (a) Detailed study of the Indian Constitution  
and (b) Outline study of the Constitutions  
of England U S A, France and  
Switzerland

## Books recommended—

MUNRO Governments of Europe

RAM AND SHARMA Political Theories and Modern  
Governments Vols II and III

G N JOSHI New Constitution of India

K T SHAH Provincial Autonomy (Revised edn.)

Or

- (B) A study of the Constitutions of Great Britain  
India and the Dominion including a study of  
the constitutional organisation of the British  
Empire

## Books recommended—

SYDNEY LOW Governance of England

RAMSAY MUIR How Britain is Governed

The Government of India Act of 1935

ZIMMERMAN The Third British Empire

KEITH Governments of the British Empire

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## GEOGRAPHY

There shall be *two papers* each carrying 75 marks

## PAPER I —

(a) *Physical Basis of Geography*

A broad knowledge of the physical geography of the world including knowledge of elementary geology, sufficient for the correct appreciation of geographical phenomena.

The earth as a planet, its movements and relation to the sun, the consequent distribution and seasonal variation of insolation over the Earth's surface

The atmosphere distribution and periodic variation of the pressures and temperature of the air, of air movements and wind systems, of humidity and precipitation climatic types and regions

The oceans the form of sea and ocean beds, temperature and salinity of oceans and seas, waves and tidal movements and their effects, origin and effects of ocean circulation

The lands general classification of the materials of the earth's crust, sedimentary, igneous, and metamorphic rocks crustal movements, the normal cycle of erosion and its principal interruptions, process of denudation and deposition and chief effects of glaciation, development of river systems

### *(b) Human Geography*

Contents and aims of Human Geography, the scope and interpretation of racial, social, economic, and political aspects of Human Geography, its place among social sciences

Types of physical environment considered from the standpoint of human life

Primitive use of physical environment, characteristics and organisation of societies typical of grasslands, deserts forests and other types of natural environment, change in the character of these as a result of modern economic development and commerce

Development of Geographical knowledge

Major natural regions of the world with examples from Asia and India

### *(c) Practical Work*

Representation and interpretation by maps and diagrams of (a) Land forms, (b) their deve-

lopment, (c) their relation to structure, (d) their influence on Human Geography. Candidates will be expected to be familiar with Survey Maps.

Elementary surveying, including the use of the prismatic compass, plane table, clinometer, and chain —

Principles of the following map projections, their effects, and suitability for particular purposes —

Conical with one or two standard parallels, Bonne, Polyconic, International, Sinusoidal, Mollweide, Mercator. Zenithal equidistant, Zenithal equiareal.

Construction and interpretation of weather and climate maps. The cartographic and diagrammatic representation of geographical data.

NOTE—There will be no practical examination but questions referring to practical work will be included in the theory paper.

Books recommended—

PAPER I —

- 1 Physical Basis of Geography  
DE MARTONNE Shorter course of Physical Geography  
WILMORE Groundwork of Modern Geography  
TARR AND MARTIN College Physiography
- 2 Human Geography  
VIDEL DE LA BLANCHE Human Geography ✓  
HUNTINGDON Principles of Human Geography

PAPER II —

- (a) Europe or Asia
- (b) India in detail.

## Books recommended—

BLANCHARD AND VISHER: Europe.

LYDE: Asia.

M. SHACKLETON: Europe.

Mc. MUNN COSTER: Europe.

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MATHEMATICS.*(Same as for B Sc.)*

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## MILITARY SCIENCE.

*(Same as for B. Sc.)*

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## M A EXAMINATION.

## ENGLISH LITERATURE

## PREVIOUS

*(For the examination of 1940 )*There will be *four* papers

Paper I —English Poetry from 1798 to the present day

*Prescribed Texts (a) For Detailed study—*WORDSWORTH Selected Poems (ed , by Matthew  
Arnold, Golden Treasury Series),

KEATS Odes

SHELLEY Adonais

BYRON Childe Harold, Cantos III and IV

SWINBURNE Atalanta in Calydon

The Golden Treasury of Modern Lyrics (ed Bin-  
yon), Book II*(b) For General study—*

TENNYSON In Memoriam

BROWNING Selections by Young

MORRIS The Defence of Guenevere and other  
Poems including Life and Death of Jason  
(World's Classics Edition)Paper II —The Drama, with special reference to Shake-  
spere*Prescribed Texts (a) For Detailed study—*SHAKESPEARE Romeo and Juliet, Richard II,  
Winter's Tale, Hamlet

BEN JONSON The Silent Woman

GOLDSMITH She Stoops to Conquer

BERNARD SHAW Candida

GALSWORTHY Justice

NOTE —Candidates will be expected to show first hand acquaint-  
ance with all the principal plays of Shakespeare

*(b) For General study—*

DRYDEN All for Love

SHERIDAN: The School for Scandal

DRINKWATER. Abraham Lincoln.

NOTE—Candidates will be expected to show first hand acquaintance with all the principal plays of Shakespeare

Paper III—English Poetry from 1580 to 1800

*Prescribed Texts (a) For Detailed study—*

MILTON. Paradise Regained.

POPE. Essay on Criticism

N SMITH The Oxford Book of Eighteenth Century Verse (Poems of Thompson, Collins, Goldsmith and Blake)

*(b) For General study—*

W. T. YOUNG An Anthology of the Poetry of the Age of Shakespeare (Cambridge University Press)

Paper IV—English Prose from 1580 to 1800

*Prescribed Texts (a) For Detailed study—*

SIDNEY. Apologie for Poetrie

BACON. New Atlantis

MILTON. Areopagitica

BROWNE. Hydrotaphia, Chapters IV and V

DRYDEN. Essay of Dramatic Poesie

ADDISON. Essays (ed Fowler, English Literature Series, Macmillan)

*(b) For General study—*

CRAIK: English Prose Selections, Vol. IV.

*Books recommended for General reading—*

Paper I.

PIERCE. Currents and Eddies in the English Romantic Generation (O U P)

SAINTSBURY: Nineteenth Century Literature (Macmillan).

HUGH WALKER. The Literature of the Victorian Era (Cambridge University Press)

## Paper II

- A NICOLL *Theory of Drama* (Harrap)  
 BRADLEY *Shakespearean Tragedy*  
 SIDNEY LEE *Life of Shakespeare*  
 HERFORD *Outlines of Recent Shakespearean Investigation*  
 DOWDEN *Shakespeare His Mind and Art*  
 SCHELLING *The English Drama (Channels of Literature)*  
 CHARLES WILLIAMS *A Short Life of Shakespeare with Sources* (O U P)

## Paper III

- COURTHOPE *History of English Poetry* (Macmillan)  
 O ELTON *The Augustan Ages* (Blackwood)  
 H J C GRIERSON *The First Half of the Seventeenth Century* (Blackwood)  
 C E VAUGHAN *The Romantic Revolt*  
 PHELPS *Beginnings of the Romantic Movement*

## Paper IV

- A H BULLEN *Elizabethans* (Chapman and Hall)  
 SIDNEY LEE *Great Englishmen of the Sixteenth Century*  
 CHURCH *Bacon* (Macmillan)  
 GOSSE *Thomas Browne* (Macmillan)  
 GOSSE *Eighteenth Century Literature*

## FINAL

*(For the Examination of 1941)*

There will be four papers and a viva voce test

Paper I—History of English Literature

show first hand knowledge of the principal works of the representative authors

Paper II—Early Poetry from Chaucer to Spencer including an elementary study of Middle English Grammar

*Prescribed Texts (a) For Detailed study—*

CHAUCER Prologue to the Canterbury Tales  
Nonne Priestess Tale

LANGLAND Prologue to Piers Plowman

SPENCER The Faerie Queene Book II

*(b) For General study—*

SKEAT Specimens of English Literature from 1394—1579

Paper III—English Prose from 1800 to the present day

*Prescribed Texts (a) For Detailed study—*

WALTER PETER Appreciations (Macmillan)

English Critical Essays XIXth Century (World's Classics) Essays by Wordsworth Coleridge Shelley Arnold Ruskin and I. O. W.

MACAULAY Essay on Milton

*(b) For General study—*

The Novel with special reference to—

SCOTT Old Mortality

DICKENS Oliver Twist

MEREDITH Diana of the Crossways

HARDY Return of the Native

A. BENNETT Old Wives Tale

Paper IV—An Essay

*Books recommended for General reading—*

Paper I

SAINTSBURY History of English Literature

LECOUIS AND CAZAMIAN History of English Literature two vols (Dent)

GOSSE Modern English Literature

HAROLD WILLIAMS Modern English Literature

RAITCH Style (Arnold)



SAINTSBURY: *Loci Critici* (Ginn).

G. HODGSON: *English Literature* (Blackwell, Oxford).

Paper II.

E. LEGOUIS: *Chaucer* (Dent)

CHURCH: *Spencer* (Macmillan).

W. P. KER: *Mediaeval English Literature*

Paper III.

SAINTSBURY: *The English Novel* (Dent)

STODDARD: *The Evolution of the English Novel* (Macmillan).

WHIBLEY: *Thackeray* (Blackwood)

GISSING: *Dickens* (Blackie)

J. B. PRIESTLEY: *Meredith* (Macmillan)

COATS: *Galsworthy* (Duckworth)

HUGH WALKER: *The English Essay* (Dent).

### ARABIC.

(For the Previous and Final Examinations of 1941)

NOTE—Arabic words must be written in Arabic character

There shall be *eight* papers, four for the Previous and four for the Final. Paper VII (Translation) must be offered in the Previous, and Paper VIII (Essay) in the Final. Out of the other six, a candidate may select any three for the Previous and the other three for the Final

Paper I.—Classical Prose—

(i) مقامات حريري ten maqamat

(ii) الانوار المختصرة

(iii) كليات و دمه

Paper II.—Classical Poetry—

(i) المراثي and نازع الحماسة — ديوان الحماسة

(ii) المعلقات السبعة

Paper III.—Literary criticism.

(i) ابن قتيبة by كتاب المعارف

(ii) اللغوي

Paper IV.—History of Arabic literature Haurt or Nicholson.

Paper V and VI—Any two of the following—

(a) Mysticism—Selection from *سالك قشعره*, and *احياء العلوم*

(b) Commentary on the Quran—Selections from *جمع التوامع طبرى* or *دعوى* or *كشاف*

(c) Text Hadith with the Allied Lughat either *استسار* or *مجمع لبحار* with the help of *صحيح مسلم* with the help of *مجمع الصحاح*

(d) Logic and Metaphysics *قائى مدارك عدرا حمداله*

(e) Comparative Philology of Semitic Languages O'Leary's Comparative Grammar of Semitic Languages

(f) History of Islam (one specific period from *آئين ائدى* or *طبرى*)

Paper VII—Translation from English into Arabic and *vice versa*

Paper VIII—Essay on a literary subject.

NOTE.—Critical questions shall be set in Papers I and II. A sound knowledge of Syntax Prosody and Rhetoric shall be expected

## PERSIAN

(I or the Previous and Final Examinations of 1941)

NOTE.—Persian words must be written in Persian Character

There shall be eight papers, four for the Previous and four for the Final. Paper VIII (Essay) must be offered in the Final. Out of the other seven, a candidate may offer any four in the Previous and the other three in the Final

Paper I—Classical Prose

(1) *شدم—طبرى*

(2) *شدم "شاداب—طبرى"*

## Paper II.—Classical Poetry .

(1) انتخاب کلیات حافظی published by Anwarul Matabi, Lucknow

(2) انتخاب قصائد عرفی

The following *gasidas* are prescribed :—

- (۱) اے متاع درد در بازار حال انداخته
- (۲) اقبال کرم می گردد از باب هم را
- (۳) اے پرده دامن دلا را
- (۴) سنده دم چو ردم آسین شمع سحر
- (۵) حهان بگشتم و دردا بهیچ شعر و دبار
- (۶) صدکدم چوں در دود تل صور شیون راے من
- (۷) دمیکه لشکرتم مبعثد بحر مکرابی
- (۸) دل من ناعداں عشقه و حذرابی گلستانش
- (۹) چهزه پردار حهان رخت کشد چوں بکمل
- (۱۰) ز آسمان و زمین مژده ناگهان آمد
- (۱۱) صداح عید که د تکره گاه ناز و نور
- (۱۲) انس مار گاه کسبت که گوشت یه هواس
- (۱۳) هر سوخته حای که نکشید در آند
- (۱۴) کتا بخشش بود دایم هممعان دگس
- (۱۵) نو بهار آمد که افشاند بخشش نا گس

## Paper III — Sufistic Poetry :

(1) مثنوی مولانا حلل الدین رومی (Selections published by Anwarul Matabi, Lucknow)

(2) ردیف "ت"—دیوان حافظ

(3) The Gulshan-e-Raz by Mahmud Shabisi

(4) قصیده بردالدین عطار beginning with تمام عطره عطار

ائع کرده حاجی محمد الدین الحقیق قاسم کاتب کاندور—

# Paper IV — Biographies

## Biographical and Critical Study of Sa'adi

### Books recommended—

- (1) Hayat e Sa'adi by Hali
- (2) Shari'at ul A'jam by Shibli
- (3) E G Browne (1) Literary History of Persia, Vol II  
(2) History of Persian Literature under Tartar Dominion Vol III
- (4) Article on Sa'adi in the Encyclopaedia of Islam
- (5) Tazkara Daulat Shah

# Paper V — History of Persian Literature

## Section I Pre Ghaznavid from Ninth century A D, Ghaznavid, Seljuq Mongol and Early Timurid Periods

Or

## Section II Later Timurid, Safavid, Mughal and Qachar Periods

### Books suggested—

E G Browne History of Persian Literature 4 Vols

M A Ghani History of Persian Language at the Moghul Court, 3 Vols

Note — The question paper to contain questions on both the Sections.

# Paper VI — Modern Prose and poetry

- (1) — سوانح و دی حاحی بابائے اصفهانی (Bombay Edition)

translated by — احمد الله خان

جلد اول — از فصل اول در بیان احوال واد حاحی بابا ؟  
و بهشت

خدم فصل دوم در مشورت کردن حاحی بابا خودش  
— الخ

- (2) مائے سجاد (first two plays) published by Sajjad Husain Rizvi Librarian Meerut College, Meerut
- (3) 'دعای الہیہ' (published by Sheikh Mubarak Ali, Lahore)
- (4) ادب نامہ (Published by Qaimi Kutub Khan, Raula Road, Lahore)

Paper VII—One of the following subjects selected by the Head of the Department in the beginning of the session

(a) Mysticism —

- ۱۔ کہ مائے سعادت عرفی — (۱) عنوان اول - شہنشاہ حوش
- (۲) عنوان دوم در سعادۂ حق  
سکاتہ و عالی
- (۳) عنوان سوم در معرفت دما
- (۴) عنوان چهارم در معرفت احب

۲۔ کتاب الاس حافی —

- از محمد فی العول فی الاولیاء والولی نامہ شروع دیگر ان تمام اصوفی
- الکلام فی فصل الامناء علی الاثر from کتب المتکون (3)  
to the end of الکلام در معرفت

(b) Politics and Civics

- (1) دستور مدنی — احکام مدنی
- (2) سیاست مدنی — احکام مدنی

(c) Historical Literature

- (1) from the beginning up to the end of Chapter XIII  
دگر حصہ الوداع
- (4) احوال امیر تیمور from Chapter XIII تا آخر  
احوال سلاطین XV  
تا آخر

(d) Literary Criticism

Shibli Sherul Ajam Vols I II III, IV and V

Paper VIII—Essay on a literary subject

NOTE.—Critical questions will be set in Papers I II III and VI. A sound knowledge of Syntax Prose and Rhetoric shall be expected

## SANSKRIT

*(For the Previous and Final Examinations of 1941)*

There will be *eight* papers as follows —

I Vedic Literature and Elements of Comparative Philology.

II Classical Literature

III. Indian Philosophy

IV Literary and Cultural History of Ancient India.

*Either* Group A — Sanskrit Language and Literature

V Rhetorics and Prosody

VI Drama and Dramaturgy

VII. Kāvya and Grammar  
*Or* Group B — Philosophy.

V Nyāya and Vaiśeṣika

VI Sāṅkhya and Yoga

VII Vedānta and Mīmāṃsā

VIII. Sanskrit Composition and Translation from English to Sanskrit

Paper VIII shall be offered in the Final year only. Candidates can offer any other four papers in the Previous and the remaining three papers in the Final examination subject to the following restrictions —

(1) Candidates offering one or more papers of the A Group in the Previous shall have to offer Paper III as one of the four papers for the Previous examination

(2) Candidates offering one or more papers of the B Group in the Previous shall have to offer Paper III as one of the four papers for the Previous examination

Paper I — Vedic Literature and Elements of Comparative Philology

(a) Vedic Literature —

PATERSON Selected Hymns from the Rgveda  
(Bombay Sanskrit Series No XXXVI)

Hymns Nos 2, 3, 5, 6, 7, 8, 10, 12, 14, 18,  
19, 20, 23, 24, 26, 27, 28, 30, 32 and 34

(b) Elements of Comparative Philology —

The outlines of scope, mechanism of speech,  
phonetic laws and classification of languages  
with special reference to Indo-Aryan group

Books recommended—

JAHAGIRDAR An Introduction to the Compara-  
tive Philology of Indo-Aryan Languages  
(Oriental Book Agency, Poona)

BHANDARKAR Wilson Philological Lectures

Paper II —Classical Literature

Māgha śisupālavadha, Cantos III and IV

Asvaghosha Saundarānanda, Cantos I-IV

Abhijñāna Śākuntala

Yajñavalkya Acārādhyaya, Chapters II-VI (Nir-  
naya Sagara Edition)

Manusmṛti Rāja Dharmā, Chapter VII (Nirṇaya  
Sagara Edition).

Paper III —Indian Philosophy

Katha Upanishad with sāṅkarabhāṣya

Keśava Mīmāṃsā Tarkabhāṣā

Śaṅkarananda Vedantasara

Paper IV —Literary and Cultural History of Ancient  
India

Books recommended—

WINTERNITZ History of Indian Literature, Vol I

KEITH History of Sanskrit Literature (1928  
Edition)

MACDONNELL India's Past

KEITH Sanskrit Drama

PAUL MASON OURSEL HELENA DE WILLMAN,  
GRABOWSKA AND PHILLIPPE STERN Ancient  
India and Civilisation (Kegan Paul).

P K ACHARYA Indian architecture according to Manasa Silpaśāstra, Chapters I, II, III and V (O U P)

*Either* GROUP A—SANSKRIT LANGUAGE AND LITERATURE

Paper V.—Rhetoric and Prosody

(a) Rhetoric—

Kavyaprakāśa

Books recommended—

P V KANE History of Alankāra Literature

S K DEY History of Sanskrit Poetics, Volume II

(b) Prosody—

Books recommended—

Vṛttaratnākara (excluding the प्रस्तर portion)

Paper VI —Drama and Dramaturgy

(a) Drama—

Mṛicchakatikā

Ratnavali

Venisambhara

(b) Dramaturgy—

Bhārata Nāṭyaśāstra Chapters I and II

Dhananjaya Daśarupika

Paper VII —Kavya and Grammar

(a) Kavya—

Naishadhya, Cantos I to III

Kadambari, Purvabhāga

(b) Grammar—

Siddhantakāumudī—Kārikā

Laghukāumudī Kṛidānta and Samāsa

Or GROUP B —PHILOSOPHY

Paper V —Nyaya and Vaiśeṣika

Vatsyayana Nyaya Sūtras with Bhāṣya, Chapter I

Viśvanātha Nyaya Siddhantamuktāvalī up to the end of Anumānaśloka

Samkarasūtra Vaiśeṣikaśūtra with Upaniṣad Chapter I



Recommended—

Tarkasangraha edited by Bodas

Paper VI —Sankhya and Yoga

Vacaspati Misra Sankhyatattvakaumudi

Bhoja Yogasutratruti Chapters I, II III (only  
1 15 Sutras) and IV

Paper VII —Vedanta and Mimamsa

Sankara Brahmasutra with Sararakabhashya,  
Adhyaya I Pada I Sutras 1-4 and Adhyaya  
II Padas 1 and 2

Laugakshubhashkara Arthasangraha edited by  
D V Gokhale (Oriental Book Agency Poona)

Paper VIII —Sanskrit Composition and Translation from  
English to Sanskrit

## HINDI

(For the Previous and Final Examinations of 1941 )

There shall be the following eight papers of which the  
Essay paper and the paper on detailed and critical study  
of special author or period must be taken in the Final ex-  
amination and out of the remaining six papers any four  
may be taken in the Previous examination and the other  
two in the Final

Paper I —Modern Texts

KAM CHANDRA SHUKLA Vicharbiti

JAI SHANKER PRASAD Chandragupta

PREM CHAND Godan

AYODHYA SINGH UPADHYAYA Priya Pravasa  
Chapters X to XVII

JAGANNATH DAS RATNAKAR Uddhava Shatak

MAITHILI SARAN GUPTA Saket (First ten  
chapters)

Books recommended for General study—

JAGANNATH PRASAD SHARMA Hindi ki Gadya  
shaili ka Vikas (N P Sabha Benares)

KRISHNA SHANKAR SHUKLA Adhunik Hindi  
Sahitya ka Itihas

LALLU LAL Prem Sagar

SADAL MISRA Nasiketopakhyān

INSHA ALLAH KHAN Rani Ketki ki kahani

Paper II —Medieval Texts

BEHARI LAL Satsai

TULSI DAS Gitawali

SENAPATI Kivita Ratnakar (Published by  
Hindi Parishad, Allahabad University )

RAM CHANDRA SHUKLA Bhramara Gitasar

Books recommended for General study —

JANARDAN MISRA Surdas (B N National  
College, Patna)

Paper III —Old Texts

CHAND BARDAI Prithviraj Raso (Padmawati  
Simava)

AYODHYA SINGH UPADHYAYA Kabir Bach  
anawali ( द्वितीय खण्ड—पदावली )

MALIK MUHAMMAD JAYASI Padmawat

RAM VIKASH SHARMA VLNIPURI Vidyapati  
padawali (Sahitya Karyalaya, Lahori  
sarai)

Books recommended for General study —

RAM KUMAR VERMA Kabir ki Rahasyavad

P D BARTHWAL The Nirgun School of  
Hindi Poetry

HARI HAR NIWAS DWIVEDI Mahatma Kabir

Paper IV —Principles of Criticism and History of  
Literature

SHYAM SUNDAR DAS Sahityalochan

GULAB RAI Niraj ras (Enlarged edition )

SHYAM SUNDAR DAS Rupak Rahasya

PADUMMAL PANNALAL BAKSHI Hindi Sahitya  
Vimarsh

SHYAM SUNDAR DAS Bhasa aur Sahitya  
(portion on Literature only)

RAM CHANDRA SHUKLA Hindi Sahitya ka  
Itihās

R C. SHUKLA. Kavya men Rahasyavad  
 KANHAIYA LAL PODDAR Alankar Manjari.  
 KANHAIYALAL PODDAR Ras Manjari

Paper V.—Comparative Philology

The following syllabus is prescribed History of the Science, Language and its origin, Classification of Language, Internal and External changes, Causes of change in Language, Phonetic changes, Semantic changes, Morphological Development of Language, History of Indo-Aryan Languages with Special reference to Hindi, Development of Hindi and Elements in the Vocabulary of Hindi

Books recommended—

SHYAM SUNDAR DAS Bhasha Vigyan  
 MANGAL DEO Tulanatmak Bhasha Shastra  
 I J S TAPAREWALA Elements of the Science of Language  
 S K CHATTERJI Origin and Development of Bengali Language (Introductory portion)  
 SHYAM SUNDAR DAS Bhasha aur Sahitya (portion on language)  
 JASPIERSON Language—Its nature, development and origin  
 DHIRENDRA VARMA Hindi Bhasha ka Itihas.

Paper VI —Detailed and critical study of special author or period

Any one of the following authors —

Tulsi, Keshava, Sur or Bharatendu Harish Chandra

Paper VII —(a) A Subsidiary Modern Indian Language,  
*Or*

(b) A Basic Language, ,

*Or*

(c) An additional author or period (recommended under Paper VI) other than the one offered for Paper VI.

## (a)—Subsidiary Languages

*Urdu—*

CHAKBAST Mizamun i Chakbast

ALIAS BARNI Musaddas i Hali

HALI Muqaddamra Shair o Shairi

Ab e Hayat, Pages 1—128

RAM BABU SAKSENA Tarikh i Adab Urdu  
translated by Mirza Mohammd Aslam  
published by Newul Kishore Press Luck  
now, Chapters II and III (pp 1—57)*Marathi—*

R KIPLOSKEAR Shikuntala

N N APTE Usha Kai

N KFLKAR Abhimata Kavayamala Part IV

G G ACARKAR Nibandhamala Part I

*Bengali—*

RABINDRA NATH TAGOR I Jalal

BANKIM CHANDA CHATTERJEE Bish Brikshe

HARA PRASAD SHASTRI Bharat Mahila

D L ROY Chandra Gupta

## (b) Basic Languages

*Sanskrit*

Raghuvansham Canto VIII

V ANANTACHARYA Chandrapidacharitam  
Shikuntalam Act IV

KALE Smaller Grammar of Sanskrit

RAM BEHARI LAL Sanskrit Dwitva Putrakam

*Pali—*Padhpathavali, up to Makkhadeo Jataka, Page  
38 and Padhnan Sutta Dhamma Sutta and  
Dhammapadam pages 91 to 98

ADVA DATTA THAKUR Pali Prabodhi

C V JOSHI A Manual of Pali (published  
by Oriental Book Agency, Poona)

## URDU.

(For the Previous and Final Examinations of 1941)

There shall be the following *eight* papers of which the Essay paper and the paper on detailed and critical study of special author or period must be taken in the Final examination, and out of the remaining six papers, any four may be taken in the Previous examination and the other two in the Final

Paper I —Modern Texts

*Poetry—*

- 1 Maulana Hasrat Mohani Intikhab i Sukhan  
Vol XI
- 2 Qasid Aziz Lucknavi (First five Qasidas)

*Prose—*

- 3 Dr Sir Iqbal Bang-i-Dara, omitting—

نصیب و درد—شمع و شاعر—گور مان—ساقی—حصہ—ات—طالع—ام—  
عزاد—طریقہ—

RATAN NATH SARSHAR Jam i Sarshar.

ABUL KALAM AZAD Taza Mazameen

RASHID UL-KHAYY Manazelusairat

SHAFAR Mazamin-i-Sharar, Vol IV.

(ادب و تحقیق مسائل)

Paper II —Detailed and Critical Study of Ghalib

*Books to be consulted for Special study of Ghalib—*

- ۱ نادگر غالب از مولانا حالی
- ۲ (شرح دیوان غالب از مولانا علی حیدر نظام طنائی)
- ۳ محاسن کلام غالب از ذاکر عبدالرحمان بکفوری
- ۴ نکات غالب از نظام الدین حسین حامی ددائی
- ۵ غالب از ذاکر سید عبداللطیف پرویسو جامعہ عثمانیہ  
حیدرآباد دکن
- ۶ غالب از اسکی شاعری از مرزا محمد عسکری بی اے لکھنوی  
منہجیات غالب شائع کردہ رام پوتشاد بک سٹور اگرا

Paper III — Principles of Criticism and the General History of Urdu Literature, etc

HALI Muqaddima i Shair o Shairi

MOHI UD DIN QADRI Rooh Tanqid

AZAD Ab e-Hayat

ABDUS SALAM NADVI Sherul-Hind Vols I and II

Paper IV — Comparative Philology of Modern Indian Languages

Encyclopædia Britannica eleventh edition (Articles on Grammar, Philology and Hinduism)

GRILSON Linguistic Survey of India Vol VI and IX (Part III)

M SYED AHMAD DEHLVI Ilm ul Lisan

M ZAKA UL LAH DEHLVI Faqwan ul Lisan

M AHMAD UD DIN Sir Guzash-te Alfaz

KHWAJA ABDUL RAUF ISHRAF Ishah e zabān Urdu

HAMID UL LAH KHAN YUSUFZAI Lisan and Mutalailisan

Paper V — Old Texts

Poetry —

۱۔ اے کھار اے مدمدم مہ موہوی عبداللہی مہی اے دہلوی  
دہلوی مہ دہلوی (صرف ولادت)  
—

۱۔ سنگ کو اڑے لیے کرنا ہے پانی امان  
۲۔ حوں فلفلچہ امان ہے مستیے ہر عری حال  
۳۔ مسکلی دانی مہ مہوس ہی ہو تستعد  
۴۔ کمے ہے دتہ دوراں سے ملشی لکدہر  
۵۔ سواے خاک نہ کہندچوشتا مست دہلوی

Prose —

۱۔ اے دہلوی میرا اس دہلوی مہ مقدمہ موہوی عبداللہی مہی اے  
۲۔ اے دہلوی

## Paper VI.—Mediaeval Texts

## Poetry—

انتخاب سخن خلد ششم مریه مریه ۱ حسرت موشایی مثنوی  
گلزار نسیم

(Dewan of Momin Ghazals only) ردیف

الف-میم-ون-واو-ه-و

## شعائر دوق

- ۱ دل کہ اس دہر میں ہے گرسہ داروں
- ۲ پیری میں پر ضرور ہے جام شراب ناب
- ۳ دے شایا اگر کیجئے اے بکھر
- ۴ لانا بیرونک سے ہے رنگ تے چرخ مکیں
- ۵ پائے نہ ایسا ایک ہی دن خوشتر آماں

## Prose —

NAZEER AHMAD Majmua Lectures, Vol I  
Khutut Sir Syed

Paper VII — A Subsidiary Modern Indian Language,  
Or

A Basic Language

(a) Subsidiary Languages

## Hindi—

TULSIDAS Ramayan (Ajodhya Kand)  
HARISHCHANDRA Satya Harishchandra  
MAITHILI SARAN GUPTA Jayadratha Badha.  
PREM CHAND Sapta Soraj

## Marathi—

R. KIRIOSKAR Sakuntala.  
N N APTE Usha Kal  
N. KELKAR: Abhinava Kavyamala, Part IV.  
G G. AGARKAR: Nibandhamala, Part I.

*Bengali—*

RABINDRA NATH TAGORE Sonar Tari

BANKIM CHANDRA CHATTERJEE Kapil Kundali

HARA PRASAD SASITRI Bharat Mahila

D L ROY Shaligharan

*(b) Basic Languages**Arabic—*

Arabian Nights—First 20 nights only

ABDUL RAHMAN AMRITSARI Arabic Grammar

*Persian—*

(فارسی معاصر) (مجله کتاب) (مجله ادبیات و ادب - آمله)

Farsi Jadeed, Vol II

Paper VIII—Essay on an advanced literary subject

**PHILOSOPHY***(For the Previous and Final Examinations of 1941)*

There will be seven papers. One of the papers shall be an Essay on a Philosophical subject. The Essay shall be taken at the Final Examination. Of the rest any three may be taken in the Previous and the remaining three will be taken in the Final. The papers shall be as follows—

## Paper I—Ethics

*(a) Modern Ethics—*BROAD, C D Five Types of Ethical Theory  
(Kegan Paul)RASHDALL Theory of Good and Evil  
Or*(b) Ancient Ethics—*PLATO Republic—Jowett's translation  
(Oxford University Press)ARISTOTLE Nicomachean Ethics—Ross's  
translation (Oxford University Press)BURNET Greek Philosophy—Hales to  
Plato



## Paper II—Psychology

- WARD Psychological Principles (Cambridge)  
 WOODWORTH R S Contemporary Schools  
 of Psychology (Methuen)  
 MAC DOUGALL Energies of Man

## Paper III—Metaphysics

- LOCKE Essay on the Human Understanding  
 (Selections, edited by Pringle—Pattison)  
 FRASEP Selections from Berkeley (Selections  
 from the Principles only)  
 HUME Treatise, Part I  
 WATSON Selections from Kant (Critique of  
 Pure Reason only)

## Paper IV—History of Modern Western and of Indian Philosophy

- THILLA A History of Philosophy (Modern  
 Period only : c from p 250)  
 HIRIYANNA Outlines of Indian Philosophy  
 JOAD Introduction to Modern Philosophy

NOTE—Students are expected to relate their study to modern tendencies of thought and for this purpose Joads Introduction is recommended. It is not intended to be an additional textbook.

## Papers V and VI—Any two of the following

## (a) Logic

- JOSEPH An Introduction to Logic (O U P)  
 STABBING A Modern Introduction to Logic  
 (Methuen) Revised edition

## (b) Indian Philosophy

- Vedānta Sūtra with Shankarabhasya,  
 Adhaya I, Pada I, Sūtras 1-4 Adhaya II,  
 Pada 1 and 2  
 DAS GUPTA History of Indian Philosophy,  
 Vol I

## (c) Philosophy of Religion

- PRINGLE PATTISON Idea of God  
 CAIRD Introduction to Philosophy of Religion

Some knowledge of the History of Religion is expected. F. B. Jevon's Introduction to the *History of Religion* may be consulted for the purpose.

(d) Special Philosopher Bradley

BRADLEY Appearance and Reality

Paper VII — Essay.

Under the Essay, sufficient choice would be given on problems connected with the various branches of the subject

## ECONOMICS

*(For the Previous and Final Examinations of 1941)*

There shall be eight papers, out of which a candidate shall be required to take four papers in the Previous and four papers in the Final Examination as specified below —

I Of the following three papers, either (a) or (b) shall be taken in the Previous and *the other* and (c) in the Final Examination —

(a) Principles of Economics

(b) History of Economic Thought, including the History of Socialism

(c) Essay

II Of the following papers, *any three* may be taken in the Previous and *any two out of the remainder* in the Final Examination —

(a) Economic Development and Present Economic Conditions of India and England

(b) Financial Organization

(c) The State and Economic Welfare

(d) Labour Problems and Social Welfare

(e) Rural and Municipal Economics

(f) Theory and Practice of Statistics

(g) Co-operation

(h) Transport

(i) International Trade and Foreign Exchange

NOTE—Books marked with an asterisk (\*) to be read others only to be consulted

Paper I (a) *Principles of Economics*—Theory of consumption Natural resources human beings, and capital goods as economic factors Theory of population Organization of industry Industrial combination Markets and trading Theory of value Joint product prices Monopoly price Discriminating price Money and prices Credit and banking International trade and foreign exchange Theory of distribution Taxation Speculation Organised markets Forms of business organisation Control of monopolies Principles of Economic Planning

Books recommended—

\*MARSHALL Principles of Economics, Books I, III, V

\*FISHER The Nature of Capital and Income

\*PIGOU The Economics of Welfare, Part I

CLARK Essentials of Economic Theory

\*TAUSSIG Principles of Economics

CANNAN Wealth

BROWN International Trade

CARR SAMPSON Population

1930

Paper I (b)→*History of Economic Thought* including the History of Socialism—Mercantilism The Physiocrats Adam Smith and the Manchester School, Malthus, Ricardo Carey, Bastiat, Senior Sismondi List Utopian or Bourgeois Socialism Saint Simon, Fourier, Owen Proletarian Socialism Louis Blanc Proudhon John Stuart Mill, Marshall Scientific Socialism Rodbertus, Lassalle, Karl Marx The German Historical School Roscher, Hildebrand, Kniep, Schmoller, The Austrian School Menger-Wieser, Bohm-Bawerk Modern Socialism

## Books recommended—

- HANEY History of Economic Thought  
 \*GIDE AND RIST History of Economic Doctrines  
 KIRKUP History of Socialism  
 HARNESHAU Survey of Socialism  
 OTHMAR SPANN Types of Economic Theory  
 CANNAN Review of Economic Theory  
 BRIJ NAYAN Tendencies in recent Economic Thought (Delhi University)

Paper I (c)—*Essay* A large number of general subjects shall be the topics for essay, out of which a candidate will have to choose one. These subjects should be so chosen as to have at least one from the subjects prescribed under Groups I and II in the course.

Paper II (a)—*Economic Development and present economic conditions of India and England* with special reference to the period after 1760—The Manor The Guilds The Domestic System The Agricultural Revolution The Industrial Revolution A broad outline of the development in India of the Industries of Jute Cotton, Sugar, Iron, Steel and Coal The Factory System Changes in Transportation and Marketing, and their effects. Similar material for India, as far as possible. Brief history of the inventions between 1760 and 1790 and their economic effects. The State and Labour The modern economic structure Trade unionism Wage contracts, Public finance Tariff The history of inventions and of the status of labour to be treated briefly from relevant chapters in Economic History of England by Meredith.

## Books recommended—

- \*MEREDITH Economic History of England  
 VERA ANSTAY Economic Development of India  
 \*GADGIL The Industrial Revolution of India  
 KNOWLES The Industrial and Commercial Revolution (in Great Britain during the 19th Century)

ASHLEY Economic Organisation of England

\*D H BUCHANAN Development of Capitalistic Enterprise in India

Paper II (b) — *Financial Organisation* —

Social importance of money Principles of currency circulation Services and nature of money movements and distribution of money Value of money Stability of the value of money Credit and prices Measurement of variations in the value of money Deferred payments Bi metallism Convertible and inconvertible paper money

The Processes of inflation and deflation Their effects on the value of gold prices foreign exchanges purchasing power parity international trade and State finance Stabilisation of monetary standards Effects of international debts

Brief history of Indian currency up to 1893 Measures taken in 1893 and 1899 The gold exchange standard The gold standard reserve Amalgamation of the gold standard and paper currency reserves Council and Reserve Council Bills The proposed gold bullion standard

Banking organization operation The cheque system Bank notes Convertibility Reserve system fixed fiduciary and proportional The Indian banking system the Imperial Bank of India joint stock banks exchange banks Government Treasury system indigenous banking co operative banks savings banks The Reserve Bank

Books recommended—

\*CASSELL Money and Foreign Exchange after 1914

\*B E DADACHANJI Indian Currency and Exchange

SPALDING Eastern Exchange Currency and Finance

COLE Money

PAUL EINZIG Exchange Control

PAUL EINZIG Bank for International Settlements (4th edition)

KISCH and ELKIN Central Banks (4th edition)  
 Report of the Central Banking Enquiry Committee  
 PAUL EINZIG Monetary Reform  
 MACFIE Theory of Trade Cycles

Paper II (c) — *The State and Economic Welfare* —  
 (This course is a study of the relative efficiency of public and private activities as a means to certain economic ends)  
 Taxes and other kinds of revenue Their effects upon production and distribution and their other effects Public Expenditure Its effects upon production and distribution The economic basis of expenditure for the security of life and property for sanitation and education Loans and Budgets Social Insurance including workmen's compensation and insurance against unemployment Government regulation of Production Adulteration Control of food and drugs Factory Legislation Prices and Monopolies State aid to industries Public Research and Information Bureau Government Control of Public Works and Public Utilities Indian Finance decentralization Provincial contracts Changes since 1920 Meston award Financial position of the Provinces

Books recommended—

- \*SHERRAS The Science of Public Finance
- \*CLOW History of Factory Legislation in India
- Report of the Taxation Inquiry Committee
- DALTON Public Finance
- SEAGER Social Insurance
- PICOU Economics of Welfare (Chapters dealing with Government control)
- Indian Workmen's Compensation Acts
- Indian Factory Acts
- Report of the Indian Industrial Commission
- Report of the Indian Economic Enquiry Committee
- SILVERMAN Economics of Social Problems
- AMBEDKAR The Evolution of Provincial Finance in British India

LAYTON Memorandum on Indian Finance

Simon Commission Report Vol II

CLOW State and Industry

Federal Finance in India

*Consult—*

ADARKAR Federal Finance in India

J P C Report

Paper II (d) — *Labour Problems and Social Welfare —*

Life of the Labouring Classes in Typical Indian Industries  
Wages and hours Trade Unionism Their Principles,  
achievements and possibilities in England and India  
Labour Disputes Arbitration and Conciliation Works  
Committees and Trade Council Profit sharing Co part  
nership and Producers Co operation Social Welfare  
Work and Social Service Agencies in India Housing  
projects in India and England Debt and Co operative  
Credit for Employees Unemployment Labour Agencies,  
and Labour Exchanges (Social Insurance Workmen's  
Compensation and Factory Legislation which are included  
in the course are to be reviewed briefly) Methods of  
paying wages

*Books recommended—*

\*CLOW History of Factory Legislation in India

CLAY Problems of Industrial Relations

CLOW History of Working Class Movement in  
England Parts I—III

\*PIGOU Economics of Welfare Part III

JOHN LEF Principles of Industrial Welfare

A WILLIAMS Co partnership and Profit sharing

BOWI Sharing Profits with Employees

Reports on Social Welfare Work of the Calcutta  
and Bombay Leagues The Tata Iron and  
Steel Company and the British India Cor  
poration Calcutta

BOWLEY and BURNETT HURST Livelihood and  
Poverty

NETTLEFOLD Practical Housing

\*Report of the Indian Labour Com

Paper II (c) — *Rural and Municipal Economics* —  
 Land Tenures Agricultural Improvements, Irrigation and  
 Communications The importance and possibilities of  
 village industries District Board finance Contrast  
 between Rural and Municipal Problems Congestion, Town  
 Planning, Building Regulations, Sanitation, Municipal  
 Finance Consolidation and sub division of holding  
 Livestock and Agriculture Water power Marketing of  
 Agricultural products Financing of Agriculture Short  
 and long term loans Land mortgage banks Forests Soil  
 erosion Famines history and preventive and remedial  
 measures Village industries present condition cause of  
 decay, lines of improvement State in relation to Agriculture  
 Demonstration farms

Books recommended—

DARLING The Punjab Peasant in Prosperity and  
 Debt

NOURSE Agricultural Economics

MUKERJI Foundations of Indian Economics

HEARNE The Existing Constitutional system of  
 British India

MARRIS AND GARDNER Indian Administration

BADIN POWELL Land Revenue System of British  
 India

U P Municipal Manual

U P District Board Act

U P District Board Manual

Report of the Royal Commission on Indian Agriculture

Paper II (f) — *Theory and Practice of Statistics* —  
 Scope and utility of statistics Enumeration, compilation  
 and tabulation of data Averages, Dispersion Skewness  
 Graphic Method Accuracy Index numbers Interpretation  
 Association Contingency Correlation Sampling  
 Common errors in Statistics

Books recommended—

POWELL Elements of Statistics

POWELL Elementary Manual of Statistics (second  
 edition)



YULE: An Introduction to the Theory of Statistics

Harvard Economic Series—Review of Economic Statistics

SECRIST Introduction to Statistical Methods  
Statistical Abstracts for British India

BODDINGTON Statistics for Commercial Students

BOWLEY and ROBERTSON Report on the Census  
of Production in India

Paper II (g) —*Co operation*

HISTORICAL -- Robert Owen Communitistic Colonies  
The Rochdale Pioneers The English Co operative Wholesale Society, Raiffeisen and Schulze-Delitzsch systems  
Outline of Irish, Italian, and Russian systems

THEORY —Co operative Production Industrial Co-operation  
Co-operation in Agriculture Co-operative Marketing  
Co-operative Distribution. Co-operative Credit

• INDIAN —Co-operative Organization Primary Rural Societies  
Provincial and Central or District Banks

Books recommended—

\*C. R. FAY Co-operation at Home and Abroad

KAJI Co-operation in India

H. CALVERT The Law and Principles of Co-operation in India

\*Report of the McLagan Committee on Indian Co-operation

JOHN MATTHIAS Agriculture Co operation in India

TALMAKI Co operation in India and Abroad

KARL WALTER Co-operation in changing Italy (P S King and Sons).

LESLIE A. PAUL. Co-operation in U S S R. (Gollanez)

BAROU. Co-operative Banking (P S King & Sons).

Paper II (h) *Transport* —

RAILWAY—Capital and working expenses Application of the laws of productivity Combination Competition and monopoly in transport Determination of rates and fares Classification of goods State regulation of rates and fares State ownership and management

INDIAN RAILWAYS—Present situation Finance Controlling authority Determination of rates and fare Systems of management

ROAD—Transport of goods and merchandise Types of vehicles Rural transport City transport The motor bus The tramway Competition and monopoly in road transport Determination of rates and fare Classification administration and maintenance Taxation of road vehicles Water transport—inland and oceanic

WATERWAYS—Inland and coastal (Indian)

Books recommended—

- \*DOUGLASS KNOP Outlines of Railway Economic
- \*ACWORTH Elements of Railway Economic
- \*MARSHALL Industry and Trade Book III Chapters 36

Report of the Acworth Committee

- \*FENELON Economics of Road Transport

Report of the Indian Road Development Committee

- \*Report of the Indian Mercantile Marine Committee

FENELON Transport Co-ordination

SHIVASAN Theory of Rates and Fares in India

KIRKPATRICK AND MITCHELL Report of the Road and Railway Competition Committee

Co-ordination and Development of Transport (Final Report) H. M. S. Office London 1931

Paper II (i)—*International Trade and Foreign Exchange*—International trade theory comparative cost Interpretation in terms of goods and prices Advantages and disadvantages of international trade Effects of the operation of the laws of increasing and diminishing return upon international trade International value Money in international trade Effects of price variation on the course of international trade

*Foreign Exchange*—Par of Exchange mint par of exchange in cases of currencies of different metals and inconvertible paper money Fluctuations of exchanges causes and correctives

*Tariff Policy*—Free trade, protection, Imperial preference, Dumping

Books recommended—

\*BASTABLE Theory of International Trade

TAUSSIG International Trade

CLARKE A B C of Foreign Exchange

Report of the Indian Fiscal Commission

BARRATT WHALE International Trade

PAUL EINZIG Exchange Control

PAUL EINZIG Exchange Clearing.

BERTIL OHLIN Interregional and International Trade.

## HISTORY

(For the Previous and Final Examinations of 1941)

Paper I—Modern Political Theory (From Herbert Spencer to the present day) and institutions, including the Modern Constitutions of England, Canada, U S A Switzerland, and France

LASKI Grammar of Politics, Part I

BARKER Political Thought in England—From Spencer to the Present Day

FINER Theory and Practice of Modern Government (abridged edition in one volume)

F W COKER Recent Political Thought

COLF A Guide to Modern Politics

Paper II—A selected period of English History—1815-1914

MARRIOTT England since Waterloo

Cambridge History of British Foreign Policy (relevant portions)

ECERTON Short History of the English Colonial Policy

FAY Life and Labour in the 19th Century

STRACHEY Victoria

TREVELYAN British History in the Nineteenth Century

The Cambridge Modern History (relevant portions)

GILBERT SLATER Making of Modern England (New edn)

R. C. K. LANSOR England 1870-1914 (Oxf. Univ. Press)

Paper III — A selected period of European History

(a) Revolutionary and Napoleonic Era 1789-1815

MADRLIN French Revolution

MADRLIN The Revolutionaries

FOURNIER Napoleon

ACTON Lectures on the French Revolution

YOUNG Travels in France

FISHER Bonapartism

Cambridge Modern History, Vols. VIII and IX

MADRLIN The Consulate and the Empire Vol. I

Or

(b) Contemporary Europe, 1871-1914

TURNER Europe since 1870

ROSE Development of European Nations

Cambridge Modern History, Vol. XII

GOOCH History of Europe

GOOCH Before the War, Vol. I

Papers IV and V — One of the following periods of Indian History, each period comprising two papers —

A — ANCIENT INDIA

(a) The Maurya Empire

KAUTHIYA Arthashastra

MICASTHENES Indica

## Cambridge History of India, Vol I

11

BHANDARKAR Asoka

MUKERJI Asoka

HULTZSCH Inscriptions of Asoka (Revised Edition)

## (b) The Gupta Empire

FLEET Gupta Inscriptions

ALLAN Gupta Coins

FA HIEN Travels (tr by Giles)

H C ROY CHOWDHURY Political History of Ancient India (relevant portions)

R G BASAK History of North East India

Or

B — MEDIAEVAL INDIA

## (a) Pre Mughal India, 1200—1526

ELLIOT AND DOWSON History of India Vols II, III and IV

BRIGGS Rise of Mohammedan Power

TARA CHAND Influence of Islam on Indian Culture

R P TRIPATHI Some Aspects of Muslim Administration

ISHWARI PRASAD History of the Qaraunah Turks in India.

TODD Annals and Antiquities of Rajasthan (ed by Crooke)

TARİKAT I NASIRI (tr by Raftery)

KING History of the Deccan

Ibn Batuta (tr by Lee)

The Cambridge History of India Vol III

DORN History of the Afghans

## (b) Mughal India, Babar to Jahangir

Memoirs of Babar

Humayun Nama

ABUL FAZL Akbar Nama

ABUL FAZL Ain-i-Akbari

Memoirs of Jahangir

ELLIOT AND DOWSON History of India, Vols. IV—VI

TARA CHAND Influence of Islam on Indian Culture

R. P. TRIPATHI Some Aspects of Muslim Administration

Cambridge History of India, Vol. IV

Or

C — MODERN INDIA

(a) Indian History, from Clive to Wellesley

Cambridge History of India Vol. V

FORREST Clive

JONES Warren Hastings

FORREST Selections from papers of the Governors  
General Warren Hastings and Cornwallis

OWEN Selections from Wellesley's Despatches

ROBERTS Life of Lord Wellesley

The Fifth Report (Firminger's Edition)

Nandalal Chatterjee Mir Qasim

(b) India under the Crown with special reference to  
Constitutional Development

R. C. DUTT India in the Victorian Age

RONALDSHAY Life of Lord Curzon, Vol. II

LORD MORLEY Recollections Vol. II

BANERJEE A Nation in the Making

KRITH Constitutional History of India

Cambridge History of India, Vol. VI

GURMUKH NARAI SINGH Indian Constitutional and  
National Development

Paper VI — A special study paper, one of the following —

(a) The History of the Marathas 1627—1761

SIN Administrative System of the Marathas

RAVANI Rise of the Maratha Power

GRANT DUFF History of the Marathas (Oxford  
University Press)

ELLIOT AND DOWSON History of India, Vols VII and VIII

SARDESAI Main Currents of Maratha History (Revised Edition)

SINHA Rise of the Peshwas

SEN Military System of the Marathas

SARKAR Shivaji and His Times (Revised Edition)

Or

(b) Economic History of India under British Rule

BALKRISHNA Commercial Relations between India and England

HAMILTON Trade Relations between India and England

R C DUTT Economic History of British India (1757—1837)

R C DUTT Economic History of India in the Victorian Age

GADGIL Industrial Evolution of India in recent times.

ANSTEY Modern Economic Development of India

SINHA Economic Annals of Bengal

JETHAR AND BERRY Indian Economics

Paper VII — 1883

## POLITICAL SCIENCE

(For the Previous and Final Examinations of 1941)

There shall be seven papers, including one on Essay. The Essay must be taken in the Final Examination. Of the rest, any three may be taken in the Previous and the remaining three in the Final.

Paper I — Ancient and Medieval Political Thought

PLATO Republic

ARISTOTLE Politics

DUNNING A History of Political Theories, Vol I

BARKER Plato and his Predecessors

GIERKE Political Theories of Middle Ages with  
Maitland's Introduction

HJARNSHAW Some Medieval Thinkers

Paper II — Modern Political Thought

HOBBS Leviathan

LOCKE Second Treatise on Government

ROUSSEAU Social Contract

J S MILL Liberty

MERIAM AND BARNES A History of Political Theories Recent Times

GREEN Lectures on the Principles of Political Obligation

BOSANQUET Philosophical Theory of the State

LASKI Grammar of Politics (Part I only)

BERTLAND RUSSEL Roads to Freedom

FOLLET The New State

Paper III — Public Administration

WILLOUGHBY Principles of Public Administration

D BURNS White Hall

H HINER British Civil Service

T L HEATH The Treasury

GAN CHAND The Financial System of India

Manual of Procedure of the Legislative Assembly

Government of India Act and rules made thereunder

Paper IV — Modern Constitutions of India Great Britain  
Australia France U S A and Italy

Government of India Act

Rules made under the Government of India Act

COO English Government and Politics

BRUCE Modern Democracies Vols I and II

VILHART The Fascist Experiment

Papers V and VI — Any two of the following —

- (1) Ancient Indian Political Thought and Institutions  
Kautilya Arthashastra (Translated by Sham Sastri)



Mahabharata, Santiparvam (Rajadharma)

Manusmriti, Chapter VII

BENI PRASAD Theory of Government in Ancient India

BENI PRASAD The State in Ancient India

K P JAYASWAL Hindu Polity

RAMCHANDRA DIKSHITA Hindu and Administrative Institutions

VISHWANATH International Law in Ancient India

Cambridge History of India, Vol I, Chapters IV, V, X, XI, XII

(2) Development of Modern Indian Constitution (1858 to the Present Day)

SAPRE The Growth of the Indian Constitution and Administration

P MUKERJI Indian Constitutional Documents

P MUKERJI The Indian Constitution

G. N SINGH Indian States and the Government of India

G N SINGH Landmarks in Indian Constitutional and National Development

SIVASWAMI IYER Indian Constitutional Problems  
Government of India Act

Rules made under the Government of India Act

(3) Islamic Political Thought and Institutions

ARNOLD The Caliphate

VON KREMER Contributions to the History of Islamic Civilization

IBN KHALDUN Muqaddimah

ABDUL RAHIM Muslim Jurisprudence.

AGHINIDES Theories of Muslim Finance

Cambridge Medieval History, Vol II, Chapter X;  
Vol III, Chapter XVI, Vol IV, Chapter X

(4) Ancient and Medieval Political Institutions

SIDGWICK Development of European Polity

GRELLIDGE Greek Constitutional History.

GRFTNIDGE Roman Public Life

ARNOLD Roman Provincial Administration

Cambridge Ancient History (relevant chapters)

JIVKS Law and Politics during the Middle Ages

(5) International Relations

PEARS HICINS Studies in International Law and Relations

BURIL International Relations

TOYNBEE Survey of International Affairs

HOWARD ILLIS The Origin, Structure and the Working of the League of Nations

SHIRIS Ten Years of World Co operation

MOON Imperialism and World Politics

(6) Principles of Sociology

GIDDINGS Principles of Sociology

TYLER Primitive Culture

HOBHOUSE Social Development

GINSBRECK Social Psychology

MAC DOUGALL The Group Mind

GRAHAM WALLAS The Great Society

Paper VII —18571

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## MATHEMATICS

(Same as for M Sc)

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## B Sc EXAMINATION, 1941

## MATHEMATICS

There will be *three* papers —

I (a) *Algebra* — Inequalities, Simple continued fractions, Elementary theorems on convergence and divergence of series, Binomial theorem for any rational index, Exponential and logarithmic series, Partial fractions and easy determinants

(b) *Analytical Geometry* — Straight line, circle, parabola, ellipse, hyperbola and the reduction of the general equation of the second degree to standard forms. The above to be treated by rectangular and polar co ordinates only

(c) *Trigonometry* — Inverse trigonometrical functions, De Moivre's theorem, summation of trigonometrical series, hyperbolic functions, expansion of trigonometrical functions

II (a) *Differential Calculus* — Limits, differentiation of a function of a single variable, successive differentiation, use of Taylor's and Maclaurin's theorems, indeterminate forms, maxima and minima for a single variable, partial differentiation, tangents, normals, asymptotes, double points, curvature, envelope and simple curve tracing

(b) *Integral Calculus* — Standard forms, methods of substitution, Integration by parts, and easy reduction formulae. Rectification of plane curves, quadrature, surfaces and volumes of solids of revolution

(c) *Differential Equations* — Ordinary differential equations of first order and first degree, and linear equations with constant co-efficients

III (a) *Statics* — General conditions of equilibrium of a particle and of a rigid body under the action of forces in one plane, virtual work, friction, centre of gravity, common catenary, Hooke's Law

(b) *Dynamics of a Particle* — Velocity and acceleration, Newton's Laws of Motion, work and

rectilinear motion projectiles in vacuum circular and harmonic motions simple and cycloidal pendulums impact

(c) *Hydrostatics*—Fluid pressure pressure on immersed surfaces conditions of equilibrium of a floating body centre of pressure

Or

*Elementary Astronomy*—Celestial sphere fundamental definitions the Earth the Sun and the solar system determination of the first point of Aries the Moon Eclipses Time determination of terrestrial latitude and longitude by simple methods

NOTE—No knowledge of Spherical Trigonometry is required

Books recommended—

PARKER *Astronomy*

BARLOW AND BRIAN *Mathematical Astronomy*

## PHYSICS

The examination will consist of *two* papers and a practical test. Candidates must obtain minimum pass marks in the practical examination as well as pass in the total of the theory papers

The subjects of the papers will be—

Paper I General Properties of Matter Sound and Heat

Paper II Light Electricity and Magnetism

The following is the Detailed syllabus—

*General Properties of Matter*—Law of Gravitation Elementary problems on attraction e.g. attraction of a sphere and spherical shell on internal and external points attraction of a disc and attraction of any closed surface on a point just outside Definition of potential and its determination in simple cases Definition of equipotential surface and lines of force and elementary propositions connected therewith Definition of Elasticity—Hooke's Law Modulus of rigidity Young's Modulus Theory of the bending of a rod supported at both ends Bulk modulus Definition of Moment of Inertia and Radius of Gyration Calculation of Moment of Inertia of a sphere a rectan

gular bar and a cylinder about any axis Boyle's Law Modern vacuum pumps Oscillations of a simple pendulum and simple harmonic motion Compound Pendulum Surface tension and its determination Definition of Viscosity Determination of the viscosity of liquids and gases by the flow through a capillary tube Units and dimensions Determination of the Gravitation constant

*Sound* — Nature of sound waves Determination of velocity of sound Its connection with the elasticity and density of the medium Reflection and refraction of sound Lissajous Figures Vibrations of strings and columns of air Forced free and maintained vibrations Resonance Methods of determining the frequency and wave length of notes Interference of sound waves Application of the equation  $Y = a \cos \frac{2\pi}{\lambda} (vt - x)$  to problems of interference Doppler's principle Experimental methods of analysing complex sounds Musical scales and Temperament

*Heat* — Construction and theory of thermometers Coefficients of expansion and their variation with temperature Unit of heat and calorimetry Specific heat Latent heat Vapour pressures and their determination Hygrometry Radiant heat Its reflection refraction absorption and emission Prevost's theory of exchanges Conductivity Comparison and simple determination of conductivities of solids Deduction of simple gas laws from kinetic theory of gases Change of state and critical temperature Van der Waal's equation Determination of mechanical equivalent of heat First and second laws of thermodynamics Indicator diagrams Carnot's Heat engine Cycle of a real steam-engine Thomson's Scale of temperature Entropy The four thermodynamic relations and the latent heat equation

*Light* — Determination of the velocity of light Elementary mathematical formulae relating to the reflection and refraction of light Thin lenses and combinations of lenses Dispersion and spectrum analysis The construction of achromatic lenses Telescopes and microscopes Ramsden's and Huyghen's eye-pieces Elementary knowledge of the structure of the eye and defects of vision

Undulatory theory of light Rectilinear propagation of light Deduction of the laws of reflection and refraction Interference of light Newton's Rings and colours of thin films Michelson Interferometer Diffraction Grating Double refraction in uniaxial crystals Plane, circularly and elliptically polarised light Rotation of plane of polarisation Use of polarimeter

*Magnetism*—Laws of Magnetic Force Magnetic Potential Potential and force due to a small magnet and a magnetic shell Action of one magnet on another Magnetic Induction

Susceptibility and permeability Hysteresis Ferro Para and Dia magnetism Terrestrial Magnetism Determination of  $H$  and dip

*Electricity*—Laws of electro static force and their experimental proof Electric field Gauss's Theorem Potential and its calculation in simple cases Condensers and calculation of capacities Electro static Induction Dielectric constant Tubes of force and energy of the electro static Field Quadrant and absolute electrometers. Frictional and Inductive machines Electrostatic Units

Primary secondary and standard cells Magnetic Fields due to electric currents Electro-dynamics Galvanometers Ohm's Law Krichoff's Laws Properties of conjugate conductors Measurement of Resistances Potentiometer Joule's Law Thermo-electricity Peltier and Thomson effects Thermo electric diagrams Electro magnetic Induction Self and Mutual Inductances Growth and decay of currents Induction coil Alternating currents Impedance and Reactance Power Factor Choke Coil and Transformer Electrolysis and Electro-chemical Equivalents Absolute and practical units and their dimensions Elementary Theory of Dynamos and Motors, Electric Oscillations Generation and detection of electro magnetic waves and their relation to light Three electrode valves Characteristic curves Crystal and single valve receivers Discharge of electricity through gases Cathode rays, Determination of  $\frac{e}{m}$  and charge of electrons X rays, Elements of Radio activity, Isotopes

## EXPERIMENTS IN PRACTICAL

- (1) The Balance
- (2) Young's Modulus by stretching
- (3) Young's Modulus by bending of a bar
- (4) Experimental determination of Moments of Inertia
- (5) Determination of Surface Tension by a Capillary tube
- (6) Modulus of Torsion—
  - (a) Statical method
  - (b) Dynamical method
- (7) Sonometer
- (8) Weight Thermometer
- (9) Specific Heat by the method of Cooling
- (10) Constant Volume Air Thermometer
- (11) Constant Pressure Air Thermometer
- (12) Dew Point and Humidity
- (13) Determination of  $J$  by Mechanical Method
- (14) Sextant
- (15) Index of refraction by Total Reflexion
- (16) Determination of Index of Refraction by the Spectrometer
- (17) Focal lengths of mirrors
- (18) Focal lengths of lenses
- (19) Magnifying power of Telescopes and Microscopes
- (20) Determination of Wave-length by a Diffraction Grating
- (21) Determination of  $H$
- (22) Magnetic Maps of Straight and Circular Currents
- (23) Variation of the Magnetic Field due to a Circular Current along the Axis
- (24) Comparison of  $\Gamma$ ,  $M$ ,  $\Gamma'$ 's by the Tangent Galvanometer

- (25) Determination of Specific Resistances
- (26) Determination of the Resistance of Galvanometer by Thomson's method
- (27) Determination of the internal resistance of a Cell by Mance's Method
- (28) Resistance of Accumulators
- (29) Potentiometer
- (30) Determination of  $J$  by the Electrical method
- (31) Reduction Factor of a Tangent Galvanometer
- (32) Determination of the Coefficient of Viscosity of a liquid

And any five of the following —

- 1 Searle's method for Young's Modulus and Modulus of torsion
- 2 Surface Tension either by Jäger's method or by the detachment of a plate
- 3  $\lambda$  by Clement and Desormes's method
- 4 Conductivity of a metal
- 5 Kundt's tube
- 6 Melde's Experiment
- 7 Photometry
- 8  $\lambda$  by Biquadrant or Lloyd's mirror
- 9  $\lambda$  by Newton's rings
- 10 Determination of the strength of Sugar solutions by a Polarimeter
- 11 Comparison of Capacities
- 12 Dip by Earth Inductor
- 13 Carey Foster's Bridge
- 14 Platinum Resistance Thermometer
- 15 Characteristic Curve of a Triode Valve





Acidimetry and alkalimetry, iodometry (using thiosulphate, arsenite, permanganate and dichromate) Titration of iron with potassium permanganate and dichromate standardization of permanganate by oxalic acid The volumetric determination of silver as chloride and as thiocyanate

Gravimetric estimation of Br, Cu, Ag, Pb, Zn, Fe, chloride and sulphate

*Organic* — The rise, development and characteristics of organic Chemistry Methods of purification and tests of purity of organic substances Methods of ultimate analysis, qualitative and quantitative Determinations of empirical formula and molecular weights Structural formula Homology and Isomerism The occurrence preparation, properties and structure of the following —

Acyclic hydrocarbons, saturated (up to pentane) and unsaturated (the first members) The petroleum industry Halogen derivatives mono-, di-, tri-, tetra-, etc

Alcohols saturated (the first four) industrial alcohol Fermentation, and elementary knowledge of enzymes yeast, bacteria and moulds Glycol, glycerol and their derivatives Manufacture of glycerol and its nitrates

Ethers Aldehydes and ketones

Monobasic fatty acids saturated (up to butyric) Vinegar, soaps, candles, manufactures, Oils and fats Acid halides acid anhydrides amides and esters

Mercaptans

Amines nitro paraffins Cyanogen and derivatives Urea

Organo metallic compounds of zinc and magnesium

Haloid acids cyanacetic acid, amino acids Hydroxy monobasic acids (glycollic and lactic) Optical isomerism Ketonic acids (aceto-acetic) Tautomerism

Dibasic acids (carbonic, oxalic, malonic and succinic) and derivatives Acids malic and tartaric

Acid citric

Glucose, fructose, starch and cellulose (only a general view of occurrence, properties and reactions).  
Main features of sugar, paper and cellulose derivatives.

Learn their occurrence and general characteristics in elementary way.

Carbides as in the following: benzene, toluene and naphthalene. Coal gas and coal tar distillate. Characteristics of aromatic compounds. The following derivatives of the above three: the halogen, the nitro, the amino, and the sulphonyl groups. The diazo reaction.

Phenol, catechol, resorcinol, pyrogallol, quinol, and the naphthols. Benzyl alcohol, benzaldehyde, acetophenone, benzophenone, quinone, benzoic acid, benzoyl chloride. Salicylic and phthalic acids.

Pure line

*Practical —*

Systematic identification of the following organic compounds, including (1) the determinations of their boiling or melting points, (2) the detection of the elements contained, (3) the application of tests characteristic of the groups contained and of the compounds themselves, and (4) wherever possible, the preparation of a derivative in a pure condition —

Benzene, naphthalene, methanol, ethanol, glycerol, phenol, formaldehyde, benzaldehyde, acetone, pyrogallol, acids formic, acetic, oxalic, tartaric, citric, benzoic and salicylic, ethyl acetate, glucose, sucrose and starch, chloroform, iodoform, B bromonaphthalene, urea, aniline

Books recommended—

CAVEN Foundations of Chemical Theory

WALKER Introduction to Physical Chemistry

CAVEN AND LANDER Systematic Inorganic Chemistry

SMITH AND KENDALL Introduction to Inorganic Chemistry

- PARTINGTON Text book of Inorganic Chemistry  
 MELLOR Modern Inorganic Chemistry  
 COHEN Theoretical Organic Chemistry  
 PERKIN AND KIPPING Organic Chemistry  
 OSTWALD Foundations of Analytical Chemistry  
 CAVEN Qualitative Analysis  
 MOLLOY PERKIN Qualitative Analysis  
 WATERS Introduction to Practical Organic Chemistry (Edmund Arnold & Co)  
 CAVEN Quantitative Chemical Analysis Part I (Blackie)

## ZOOLOGY

The examination will comprise *two* papers and a *practical* examination. Candidates must obtain the minimum pass marks in the practical examination as well as in the total of the theory papers.

The following Syllabus is prescribed —

The general principles of Biology treated in an elementary manner, comprising the theory of evolution with the general notions of variation, heredity and adaptation.

The elementary principles of the geological and geographical distribution of animals.

The structure and the phenomena of the animal cell.

Reproduction sexual and asexual. Parthenogenesis. Metamorphosis, Alternation of Generations.

The structure habits development and the economic importance (if any) of the non chordata as illustrated by—

- |                 |   |
|-----------------|---|
| Protozoa        | Amoeba Paramecium Euglena and Malarial parasite |
| Porifera        | Sycon or any other sponge                       |
| Cœlenterata     | Hydra Obelia                                    |
| Platyhelminthes | Liverfluke and Taenia                           |
| Annulata        | Pheretima Nereis and Leech                      |

Echinodermata	Starfish (general characters and external features only)
Arthropoda	Prawn Locust (if not available, Cock roach), Anopheles, Housefly, and Scorpion
Mollusca	A fresh water Mussel, and Pila or any other Pond Snail

The principal characteristics, structure and habits of the Chordata as illustrated by—

*Acrania*—

Hemichorda	.. Balanoglossus
Urochorda	Herdmania or any other ascidian
Cephalochorda	Amphioxus

*Crania*—

Pisces	. Scoliodon or any other Elasmobranch and external features of a bony fish (skeleton excluded)
Amphibia	The Frog
Reptilia	Hemidactylus or any other lizard
Aves	Columba (The skeleton of Gallus may be substituted)
Mammalia	The general characters of the Prototheria and Metatheria, Lepus, Squirrel or Rat, Canis (skull only)

The outlines of the development of Ciona, Amphioxus, frog chick and rabbit Amnion and Allantois Placentation

The elementary physiology of the various organs of the animal body, as illustrated by the Frog and Rabbit

Paper I—shall comprise the non chordata, the structure of the animal cell, the subjects of Reproduction and Histology and the general principles of Biology

Paper II—The Chordata Vertebrate Embryology, Physiology, Geological and Geographical distribution

## PRACTICAL COURSE

Candidates will be required to show a knowledge of simple microscopic technique and to dissect and describe the following animals —

Amœba, Paramœcium, Sycon, Hydra, Obelia, Pheretima, Nereis, Leech, Starfish (external features only), Prawn, Cockroach, Scorpion, Unio, Pila, Balanoglossus (external features only), Herdmania, Amphioxus (dissection omitted), Scoliodon or any other Elasmobranch, Frog, Lizard, Pigeon, and Rabbit, Squirrel or Rat

Osteology of dogfish, frog, lizard, fowl, rabbit, dog's skull and Echidna (limbs and limb girdles only)

Note-books containing a complete record of laboratory work must be produced at the practical examination

Books recommended—

PARKER AND HASWELL Text book of Zoology (Macmillan), Vols I and II

WIEDERSHEIM AND PARKER Comparative Anatomy of Vertebrates

BOURNF Comparative Anatomy of Animals, Vols I and II

PARKER AND BHATIA Text book of Zoology, for Indian Students

DENDY Outlines of Evolutionary Biology

MARSHALL AND HURST Practical Zoology (John Murray)

THOMSON Outlines of Zoology

KINGSLEY Comparative Anatomy of Vertebrates

K N BAILL Pheretima

E M THILLAYAMMALAM Scoliodon

BAINI PRASHAD Pila

BORRADAILE AND POTTS Invertebrata

S M DAS Herdmania

